



access BOSTON 2000-2010
BOSTON'S CITYWIDE TRANSPORTATION PLAN

Boston Transportation Fact Book and Neighborhood Profiles



City of Boston
Mayor Thomas M. Menino

Boston Transportation Department
Commissioner Andrea d'Amato

Central Transportation Planning Staff
Boston Metropolitan Planning Organization

**May 2002
First Edition**



May 2002

Dear Fellow Bostonians,

I am pleased to present the Boston Transportation Fact Book and Neighborhood Profiles report.

Boston's reputation as the hub of New England has been historically linked to the growth of its transportation connections. Today, as in the past, transportation is more than moving people and goods. It is about Boston's quality of life. The vitality of the city relies upon residents' access to jobs, community facilities and culture in the city, and the ability of commuters and visitors to choose between various modes of travel.

This publication provides an overview of our transportation facilities and how they are used. The first section summarizes the transit and highway infrastructure serving Boston and the region. We are, however, also a city of distinctive neighborhoods, each with its own transportation story. The second section provides details on these residential enclaves. Local landmarks such as schools, libraries, parks and community centers are located in the context of MBTA stations, parking facilities and the network of arterial and residential streets.

The report is one component of Boston's citywide transportation plan, *Access Boston*. Other components address pedestrian safety, on and off-street parking, bicycling, public transportation and regional connections. This fact book was prepared in partnership with the Boston Metropolitan Planning Organization. I thank all those who contributed to the effort.

I hope you will find the information contained here useful and that it will help you in making Boston continue to flourish during the coming years.

Sincerely,

A handwritten signature in dark ink, which appears to read "Thomas M. Menino". The signature is fluid and cursive, with the first name "Thomas" being the most prominent.

Thomas M. Menino
Mayor of Boston

*We are a city
of distinctive
neighborhoods,
each with its own
transportation story.*

ACCESS BOSTON 2000-2010

The Transportation Fact Book and Neighborhood Profiles is a component of Boston’ citywide transportation plan, *Access Boston*. Companion reports are listed below.

Summary Report

Overview of goals and objectives, key findings, recommendations and implementation and funding strategies.

Boston Transportation Fact Book and Neighborhood Profiles

Citywide and neighborhood demographic, economic and transportation facts and trends that affect planning in Boston.

Parking in Boston

Guidelines to manage off-street parking and review transportation impacts of development projects using a district/neighborhood based approach and approaches to improve management of loading zones, metered parking, neighborhood commercial districts, and resident permit parking program.

Pedestrian Safety Guidelines for Residential Streets

Guidelines to implement operational and design strategies in residential neighborhoods that enhance pedestrian safety, calm traffic and improve quality of life.

Boston Bicycle Plan

Policies, education programs and facility improvements to create a better environment for bicycling in Boston.

Boston’s Public Transportation and Regional Connections Plan

Initiatives to improve existing public transportation service and create a priority list of future capital investment and projects. Recommendations for freight movement, commuter corridors, transportation for tourism, intermodal centers, and future capital investment in the highway system that serves Boston.

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PROJECT COORDINATORS

Vineet Gupta, Director of Policy and Planning
Boston Transportation Department
Ralph J. DeNisco, *Project Manager*
Boston Transportation Department
Bill Kuttner, *Project Manager*
Central Transportation Planning Staff

BOSTON TRANSPORTATION DEPARTMENT

Andrea d’Amato	Commissioner
James Gillooly	Deputy Commissioner
Dan Hofmann	Deputy Commissioner
Thomas Tinlin	Deputy Commissioner
Joseph Kelley	Executive Officer Parking Board
Bruce Graubart	Assistant Parking Clerk
James Mansfield	Director Community and Intergovernmental Services
Tracey Ganiastsos	Public Affairs Coordinator
John DeBenedictis	Director of Engineering
Adam Shulman	Transportation Planner
Alison Felix	Transportation Planner
Paul Schimek	Transportation Planner

MASSACHUSETTS HIGHWAY DEPARTMENT

Funding for the efforts of CTPS in preparing this study was provided by the Massachusetts Highway Department and Federal Highway Administration through MassHighway SPR Projects Contract #30119.

CENTRAL TRANSPORTATION PLANNING STAFF

Extensive information gathering, statistical analysis, cartographic, editorial and graphics services were undertaken by CTPS in the preparation of this study. The work of CTPS is directed by the Boston MPO, which is composed of state and regional agencies and authorities, and local governments.

Present and former CTPS employees who cotributed directly to the preparation of this study include:

Project Manager
Bill Kuttner

Citywide Facts Cartographer
Mark Scannell

Neighborhood Profiles Cartographer
Ken Dumas

Other Contributors
Clinton Bench Jane Gillis
Carol Bent Tom Lisco
Luc Deneault Paul Reim
David Fargen Andrew Smith
Stanley Genthner Allison Wiener

SPECIAL THANKS TO:

Boston Redevelopment Authority
Mark Maloney Director
Rebecca Barnes Chief Planner
Kathy Kottaridis Director of
Economic Development

Martin von Wyss Manager, Office of Digital
Cartography and GIS

Boston Parks and Recreation Department
Justine Liff Commissioner
Aldo Ghirin Senior Planner

Rizzo Associates
Joe Beggan

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Artery Business Committee

Boston Redevelopment Authority
Greater Boston Real Estate Board
Massachusetts Bay Transportation Authority
Massachusetts Highway Department

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Advisory Committee on Transportation

Curtis Davis	Co-Chair
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The Advisory Committee on Transportation was appointed by the Mayor of Boston and includes residents and representatives from business, environmental and advocacy groups. It serves as the Steering Committee for *Access Boston 2000–2010*.

Boston Transportation Fact Book and Neighborhood Profiles

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INTRODUCTION

Boston is the capital of Massachusetts and the major center of economic and cultural life for all of New England. It is the hub of a metropolitan region which extends into neighboring states, and the center of the regional transportation system, with highway and rail corridors radiating deep into New England.

Boston is also a city of neighborhoods characterized by the intermixing of distinct residential areas with commercial, and recreational activities. Few North American cities have an urban fabric blended such as Boston's, and the travel patterns and transportation systems of Boston reflect this unique urban character. The purpose of this book is to use maps, statistics, and narrative to show how Boston's urban geography, transportation infrastructure, and travel patterns function together as an expression of the city's vitality.

This report gives a detailed overview of the extensive intermodal transportation network in the Boston area. It contains relevant maps and statistics that describe the scale and use of the network from regional, citywide, and neighborhood-by-neighborhood perspectives.

The intent is to provide information that improves our understanding of how Boston, its people, jobs and neighborhoods are connected to each other and to the region. The charts and maps consolidate information for easy reference to inform decisions taken by citizens and planners about the city's future.

Citywide Facts

The report is divided into two sections. The first, **Citywide Facts**, displays information consolidated for Boston as a whole. Each page consists of a map showing the entire City of Boston and its environs, and a column of commentary and related statistics. The pages are grouped in pairs which illustrate complementary information about a particular transportation topic.

Trip Profiles on pages 2 and 3 show the distribution of trips between Boston and the Metropolitan region, and the distribution of all Boston trips, including those that stay within Boston. Trip patterns are summarized by Boston neighborhood, and key mode share summaries are also presented.

The **Transportation Trends** pages examine Boston's growth with respect to population, jobs and auto ownership, and the corresponding increase in trip generation.

The two pages on the **Roadway Network** show the roadway infrastructure and discuss the responsible jurisdictions and the responsibilities of the Boston Transportation Department. Some of the major traffic corridors are also depicted and discussed.

Pages 8 and 9 give an overview of the **Public Transportation Network** and the Massachusetts Bay Transportation Authority (MBTA). Subway, commuter rail, and high density bus lines are shown and both Boston and systemwide ridership are summarized. The most heavily used services are listed, and transit accessibility and some level of service measurements are presented.

Parking, is critical to understanding Boston's transportation patterns. Pages 10 and 11 explore parking issues in terms of availability, various supply restrictions, and the challenges presented by a high level of household auto ownership.

Bicycles in Boston, on page 12, depicts the growing system of off-road bicycle paths in Boston and surrounding communities.

Neighborhood Profiles

Boston is a city of distinctive neighborhoods, each with its own transportation story. The second part of this report features **Neighborhood Transportation Profiles** for each of Boston's neighborhoods. The two pages devoted to every neighborhood have maps and text that describe the unique facilities and mode choices available to residents and visitors in each distinct part of the city. Important area landmarks like schools, libraries and community centers are located on the maps.

Charts, consistent throughout each neighborhood, highlight roadway volumes, transit use, mode share, and parking availability for each district. Trip distribution from each area is also described. Page 13 has a key map and a thorough introduction to this section.

BOSTON TRANSPORTATION FACTS

There are approximately 2,735,000 journeys each day ending in Boston, the majority of which also begin in Boston.

Each day, 927,000 people travel into Boston from the rest of the region. Of these, 70% have destinations outside the Core Neighborhoods.

47% of the 283,000 trips destined for the Core Neighborhoods and beginning outside Boston are by public transportation.

Three out of every ten trips in Boston are pedestrian trips.

57% of Boston's population, and 79% of its jobs lie within an approximately 10 minute walk of a rapid transit or commuter rail station.

68% of all MBTA rapid transit boardings occur in Boston.

The 5 busiest MBTA bus routes carry 17% of all MBTA bus passengers.

Since 1990, Boston's population has grown about 3%. Auto registrations grew 36% over the same period.

In a recent national survey, parking costs in Boston, at up to \$28/day, were second only to New York City.

BTD issued 1,746,744 parking violations in FY2001.

65,830 Resident Parking permits were issued by BTD in the year 2000, a 47% increase from 1990.

There are 38,000 bicycle trips daily in Boston. 20% of these are work trips.

Trips from the Region

Understanding Boston transportation begins with the numbers and locations of trips made to, from, and within Boston. The geographic distribution of daily trips to and from Boston is summarized in the adjoining graphic. The size of each disk represents the number of trips beginning in each metropolitan subarea destined for Boston. Each disk indicates the portion of trips going to one of the “Core” neighborhoods and the portion going to some other part of Boston.

The trips shown here represent trips by all modes, for all purposes, over the entire day. Taken altogether, there are approximately 927,000 of these “daily trips” which enter the City of Boston each day. It is assumed that an equivalent 927,000 daily trips begin in Boston and end in the metropolitan region.

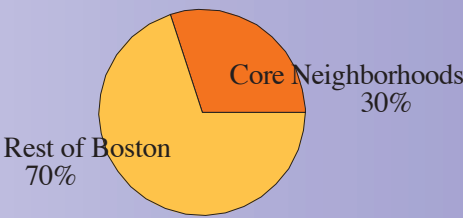
The size of the legend disk below represents these 927,000 daily trips. It is noteworthy that 70% of trips to Boston are destined for one of the neighborhoods outside the Core. This is because trips by Boston residents to locations outside Boston become a trip “to” Boston when the resident returns home. Also, there are a number of major employment centers in the non-Core neighborhoods.

Mode Shares for Trips Between Boston and the Metropolitan Region	Walk or		
	Auto	Transit	Bike
Trips to or from the Core Neighborhoods	52%	47%	1%
Trips to or from the Rest of Boston	87%	12%	1%
All trips between metro region and Boston	77%	22%	1%

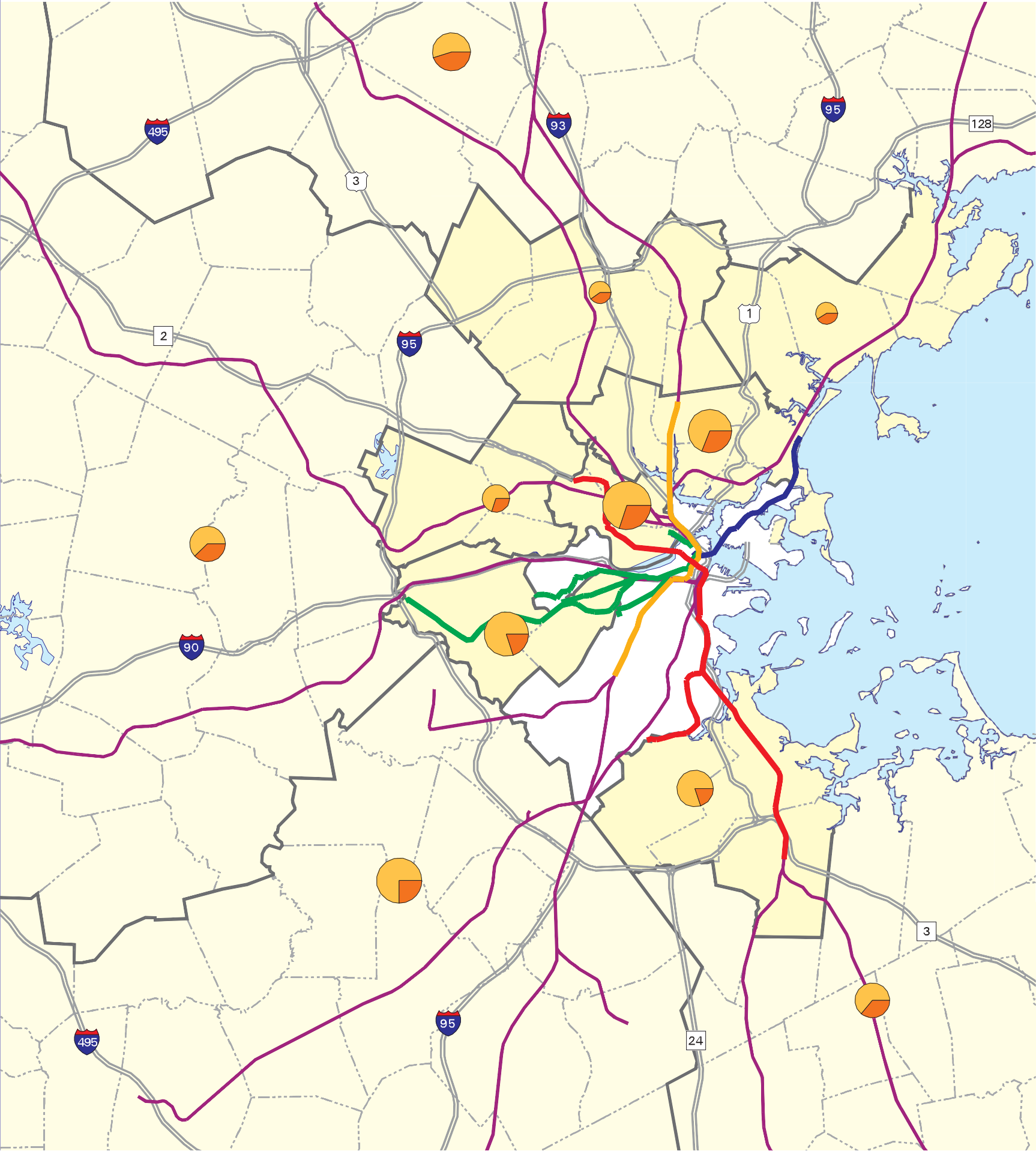
The above table illustrates how the concentration of transit services in Boston’s Core Neighborhoods allows vibrant urban activity with only about half of the trips from the metropolitan region using auto. Few cities in the U.S. are as fortunate as Boston in this regard. For the other Boston neighborhoods, auto use is more important since transit services are less concentrated.

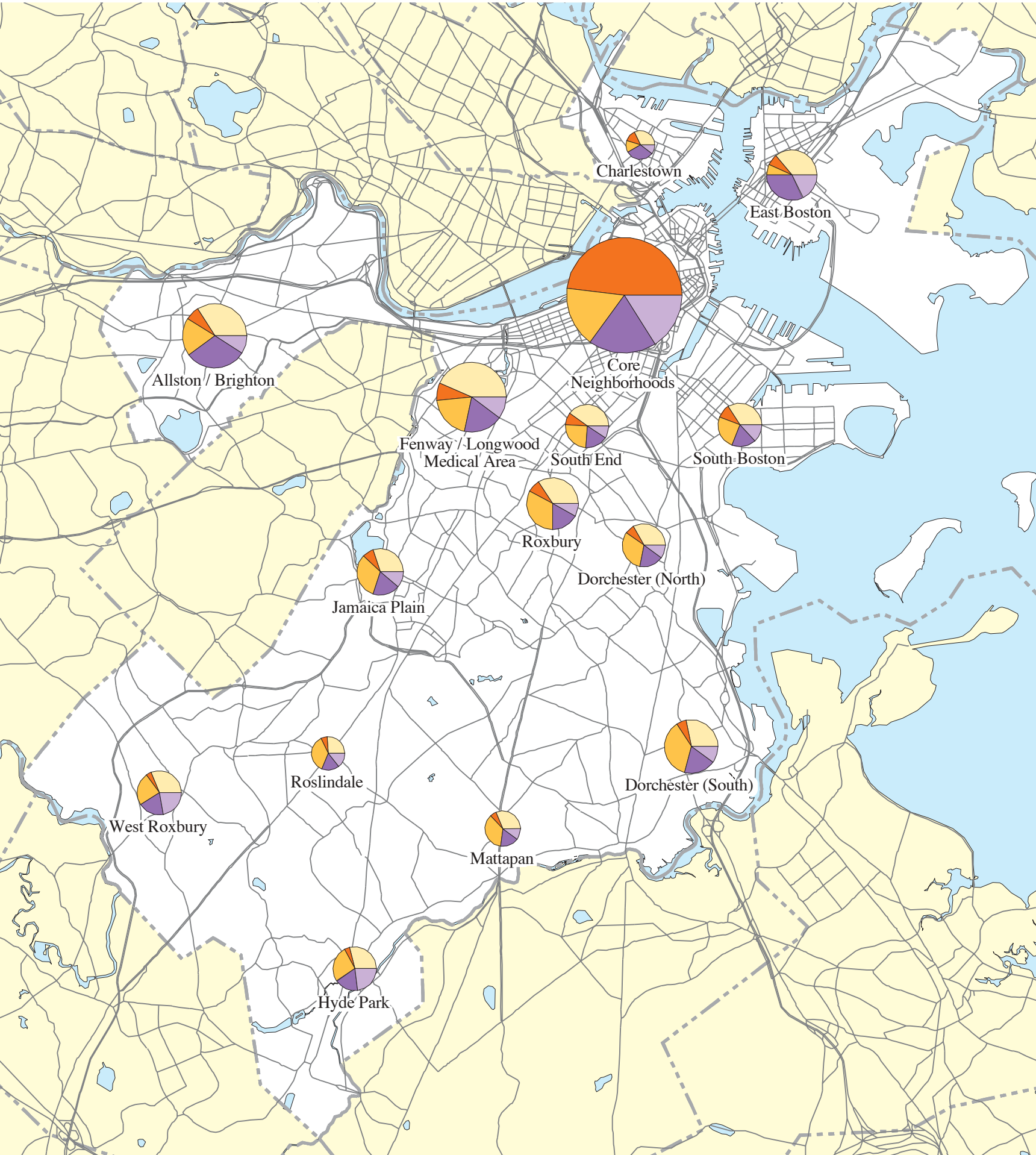
LEGEND

Geographical Distribution of Daily
Trips Between Boston and Other
Eastern Massachusetts Communities
(All Purposes)



Size of disk represents all trips
to Boston beginning in another
eastern Massachusetts community.
(approximately 927,000)





Trips from Boston

2,735,000 trips are estimated to begin in Boston each day. The legend disk represents total daily trips, and their geographical distribution is shown in the accompanying graphic. The largest portion of these trips end within the neighborhood in which they start. The close proximity of residential, business, and cultural resources in Boston's neighborhoods allows the walk mode (includes bicycle) to be used for a large share of trips within neighborhoods and into the Core Neighborhoods. It is not without reason that Boston is called "America's walking city."

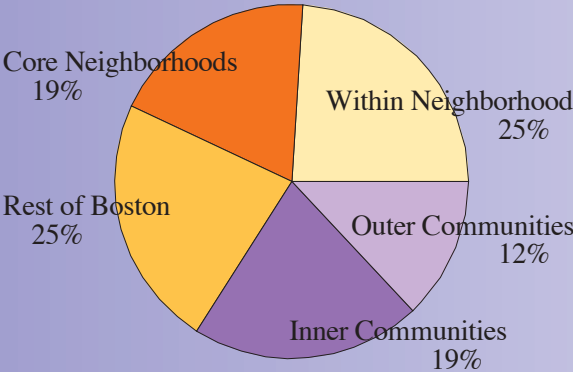
<u>Mode Shares for Boston Trips</u>	<u>Auto</u>	<u>Transit</u>	<u>Walk</u>
Trips entirely within a neighborhood	23%	3%	74%
Trips to or from the Core Neighborhoods	27%	40%	33%
Trips to or from the Rest of Boston	63%	29%	7%
Trips to or from the Inner Communities	72%	26%	2%
Trips to or from the Outer Communities	83%	17%	0%
All trips beginning or ending in Boston	51%	19%	30%

A set of dense "Core" neighborhoods has been defined for this study: Downtown, North End/West End, Chinatown/Theater District, and Back Bay/Beacon Hill. Almost half of the trips starting in the Core Neighborhoods also end within the Core (shown as red "Core" trips.) Trips entering or leaving the Core divide evenly between trips to the Rest of Boston, trips to inner metropolitan communities (the seven close-in disks on the preceding page), and the Outer Communities (the remaining four disks).

In the non-core neighborhoods, trips to the Core (red slices) are only a small portion of trips. Taken altogether, however, they make up a significant portion of the trips to the Core (the orange slice from Rest-of-Boston). This concentration of trips into the Core from outlying neighborhoods and communities allows Boston's high capacity transit lines to operate efficiently and achieve a high transit mode share. For non-core destinations, auto is a more important mode.

LEGEND

Geographical Distribution of All Daily Boston Trips



Size of disk represents all trips beginning in Boston each day. (approximately 2,735,000)

Trip Generation Trends

After a period of decline in the middle of the 20th century, Boston’s population has been growing since 1980. As the city’s transformation continues, people are moving back into the city to be nearer to the culture, activities and attractions that Boston has to offer. The number of jobs in Boston continues to increase as well. Boston is one of only three cities (with San Francisco and Washington DC) that actually has more jobs than residents. This pattern is reinforced as traditional Boston employment centers grow and new ones emerge.

The combination of new jobs and new residents will continue to place additional demands on Boston’s transportation system. Many of Boston’s streets already experience congestion, and even the public transportation system is at or near capacity during peak hours. Managing growth, and accommodating its transportation impacts are amongst the greatest challenges Boston faces today.

The adjacent map shows projected increases in trip density based upon projected employment and population growth in Boston. As shown, certain areas of the city are projected to experience significant growth in the next 25 years. The map reflects growth in the number of trips, by all modes, that will be generated by new development. Much of the increase is within areas that are already dense, though significant growth will likely be experienced in some non-core neighborhoods as well, such as the former Boston State Hospital site in Mattapan.

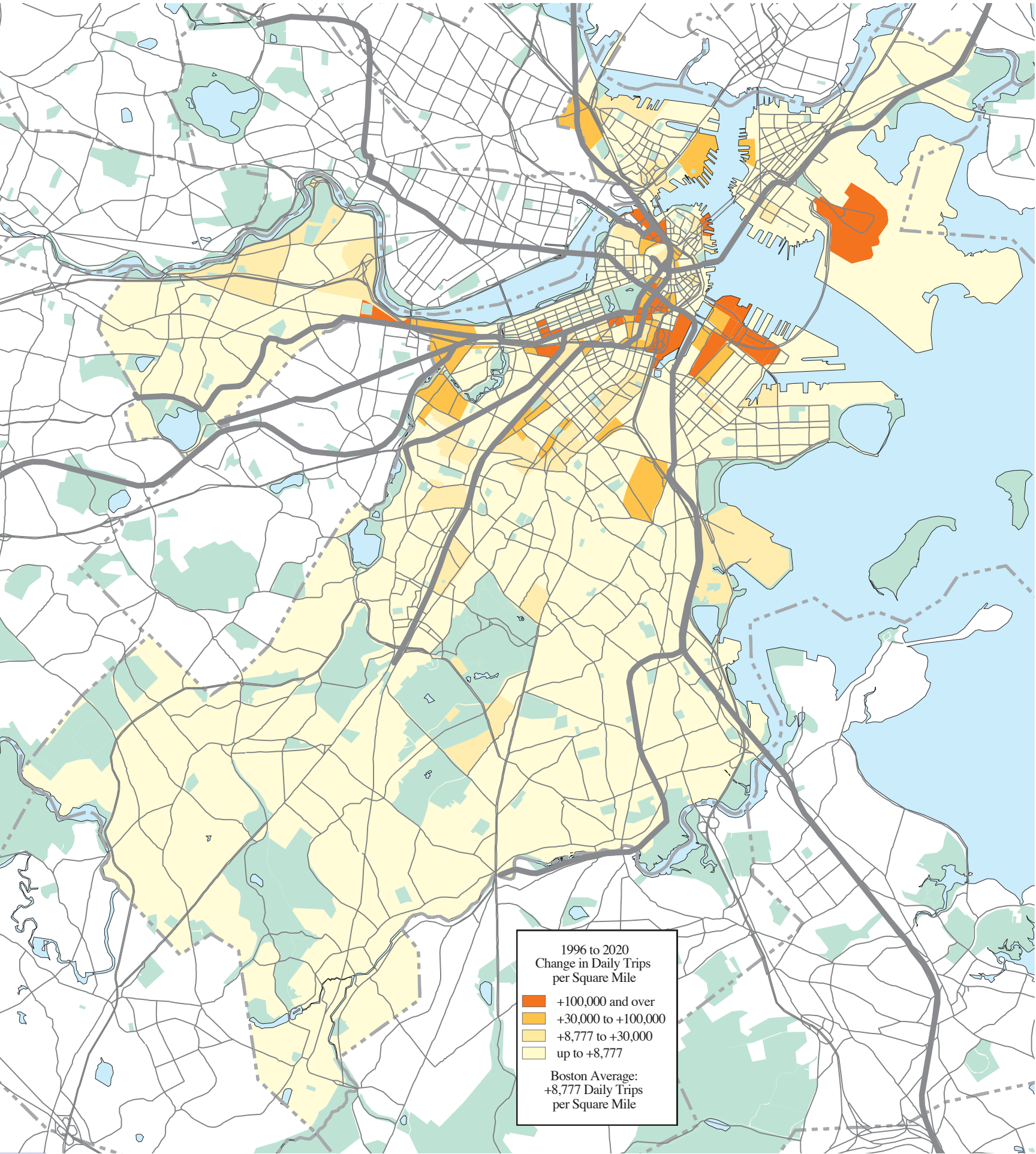
Population Growth by Neighborhood				
Neighborhood	1980	1990	2000	20 year Change
Allston/Brighton	65,264	70,284	69,648	6.7%
Back Bay/Beacon Hill	27,624	24,882	24,587	(11.0%)
Charlestown	13,364	14,781	15,195	13.7%
Chinatown/Theater District	6,341	6,230	8,554	34.9%
Dorchester (North)	24,523	26,587	29,469	20.2%
Dorchester (South)	58,607	60,277	62,918	7.4%
Downtown	1,531	2,301	2,755	79.9%
East Boston	32,178	32,893	38,357	19.2%
Fenway/LMA	33,131	35,060	35,773	8.0%
Hyde Park	32,526	32,644	34,420	5.8%
Jamaica Plain/Mission Hill	38,780	40,963	39,264	1.2%
Mattapan	32,826	34,680	35,648	8.6%
North End/West End	14,733	13,552	14,257	(3.2%)
Roslindale	24,124	24,627	26,062	8.0%
Roxbury	59,196	58,797	57,658	(2.6%)
South Boston	31,311	27,433	29,938	(4.4%)
South End	29,345	31,024	30,223	3.0%
West Roxbury	37,590	35,389	34,415	(8.4%)
Total	562,994	572,404	589,141	4.6%

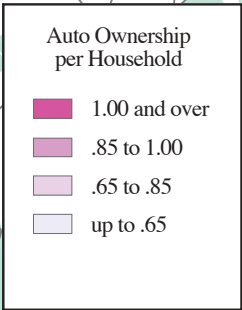
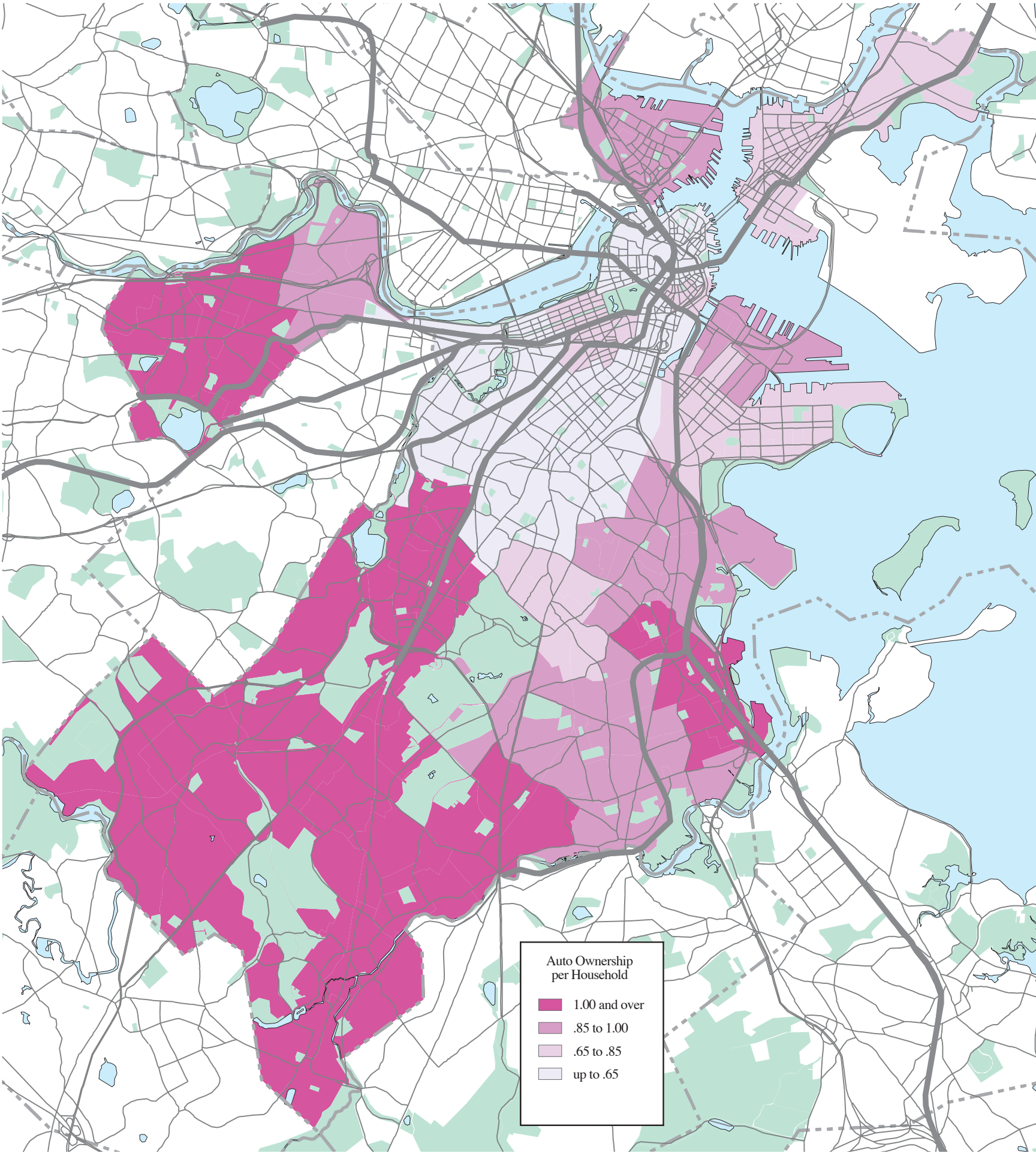
Source: U.S. Census

Top 30 Employment Areas by Sub-neighborhood (* = outside Core)

Financial District	74,600	Boston Medical Center*	9,500
Government Center	27,700	BU/Kenmore Square*	9,400
Longwood Medical Area*	27,200	Leather District	9,100
Downtown Crossing	19,600	Prudential	9,100
Boylston/Newbury	19,400	Lower Market Street*	8,100
Copley Square	18,100	Dorchester Ave./Railyard*	7,300
Theater District	17,900	New Seaport Neighborhood*	7,000
Logan Airport*	16,400	Broadway* [South Boston]	6,600
Mass General Hospital	16,200	Allston Landing*	6,100
Faneuil Hall/Waterfront	13,300	Harbor Point/Savin Hill*	6,050
Statehouse Offices	11,900	North End	5,800
North Station/Bulfinch	11,300	Allston Village*	5,500
East Fenway*	11,100	St. Elizabeth’s Area*	5,400
South Station	9,900	South Huntington*	5,200
Fort Point Channel*	9,800	West Fenway*	4,800

Source: 1996 CTPS site-level employment database





Auto Ownership Trends

Boston’s renewed popularity as a place to live and work has spurred development, raised income and enhanced the all-around vitality of Boston’s core and neighborhoods. This additional activity has brought with it new consequences, whose impacts are being felt throughout the city. Many of those coming back to the city are bringing their cars, and consequently, auto ownership in Boston has grown significantly over the last decade. In fact, the city has seen a staggering increase in auto registrations, as they are up 36% since 1990, with the most significant increases occurring after 1994. Data from city records is shown below:

Year	Boston Auto registrations	index (1990=100)
1990	261,000	100
1991	249,000	95
1992	247,000	95
1993	248,000	95
1994	247,000	95
1995	255,000	98
1996	267,000	102
1997	278,000	107
1998	295,000	113
1999	329,000	126
2000	342,000	131
2001	356,000	136

During this period, Boston has seen a resurgence in residential and commercial development, and a transformation of its housing stock. New residents, many enjoying higher income levels, have been moving into the city. Older residential units, including homes formerly occupied by one family, have been converted to multi-unit condominiums with each adding cars to the neighborhood streets. However, Boston still has many areas with low vehicle ownership per household, especially compared to state and national averages.

Percent of Households with Autos			
West Roxbury	96%	East Boston	64%
Roslindale	85%	Roxbury	60%
Hyde Park	80%	South Boston	57%
Mattapan	79%	South End	49%
Dorchester (South)	72%	Back Bay/Beacon Hill	43%
Dorchester (North)	69%	Downtown	43%
Allston/Brighton	68%	North End/West End	42%
Charlestown	68%	Chinatown/Theater District	41%
Jamaica Plain/Mission Hill	67%	Fenway/Longwood Medical	27%
Boston Average	62%	Massachusetts Average	86%
Source: 1990 Census*		National Average	88%

As shown above and in the adjacent map, average auto ownership per household varies widely by neighborhood. Ownership levels are highest in the more suburban, auto-dependent neighborhoods such as West Roxbury and Hyde Park. Meanwhile, other neighborhoods outside the Core have lower auto ownership levels, typically due to comparably lower income levels. In the core areas of Boston, auto ownership tends to be lowest, due to generally good accessibility and the expense of maintaining a car in these areas.

However, as evidenced by the citywide growth in auto registrations, the characteristics of car ownership on Boston are changing rapidly. Since 1990, Boston’s population has grown 3%, while auto registrations have grown 36%. Growth in auto ownership is occurring throughout the city, but is most particularly felt in the densest and most rapidly changing areas. Areas with already dense housing have been particularly plagued by this trend, as they often had significant congestion and parking problems before this explosion of auto ownership. The South End, Charlestown and Fenway neighborhoods in particular have been under enormous pressure as demographic changes have brought substantial increase in auto ownership in these areas.

*Comparable 2000 Census data will be available in mid 2002.

Roadway Infrastructure

Boston is one of America's oldest cities. Many streets laid out by the Puritans in the 1630s are still in use today throughout Boston and its historic neighborhoods. Several of the oddly angled streets in the downtown follow old wharves that were filled in as land values rose in the 19th Century. Some straight thoroughfares like Blue Hill Avenue were built by investors as for-profit turnpikes. Together, these traveled ways bear witness to Boston's rich history.

Today, the challenge of moving traffic in Boston is greater than ever. The streets, highways, bridges, tunnels, interstates, parkways and alleys that make up Boston's roadway infrastructure are owned by a number of state, local, and regional entities. In addition to the city of Boston, the Massachusetts Highway Department, Massachusetts Turnpike Authority, Metropolitan District Commission, and Massachusetts Port Authority, all control key portions of Boston's major roads and limited access highways. Furthermore, a large number of streets, alleys and traveled ways are privately owned. The accompanying graphic shows roadways owned by the city of Boston and those owned by the various state and regional agencies.

The Boston Transportation Department (BTD) has primary responsibility for the maintenance of traffic and parking on the city's public roadways. BTD's mission is:

To promote public safety, manage the city's transportation network and enhance the quality of life for residents of our city's neighborhoods. Accomplishment of our mission is ensured through the use of planning, coordinated engineering, enforcement and education. The Boston Transportation Department strives to improve circulation in and around the city, enhance public transportation services, gain efficiencies in the management of parking resources, adjudicate and collect fines, collaborate with relevant agencies and encourage the use of alternate transportation modes.

Boston by the Numbers

In accordance with state laws, BTD sets the use, direction, speed, lane allocation and curbside use of every city-owned street. In order to accomplish this BTD maintains:

- 785 miles of roadway (centerline)
- 3,708 public streets
- 784 signalized intersections
- 300,000 Public safety, informational, and regulatory signs
- 60 School zone flashers

In a typical year BTD installs or applies to the city's roads:

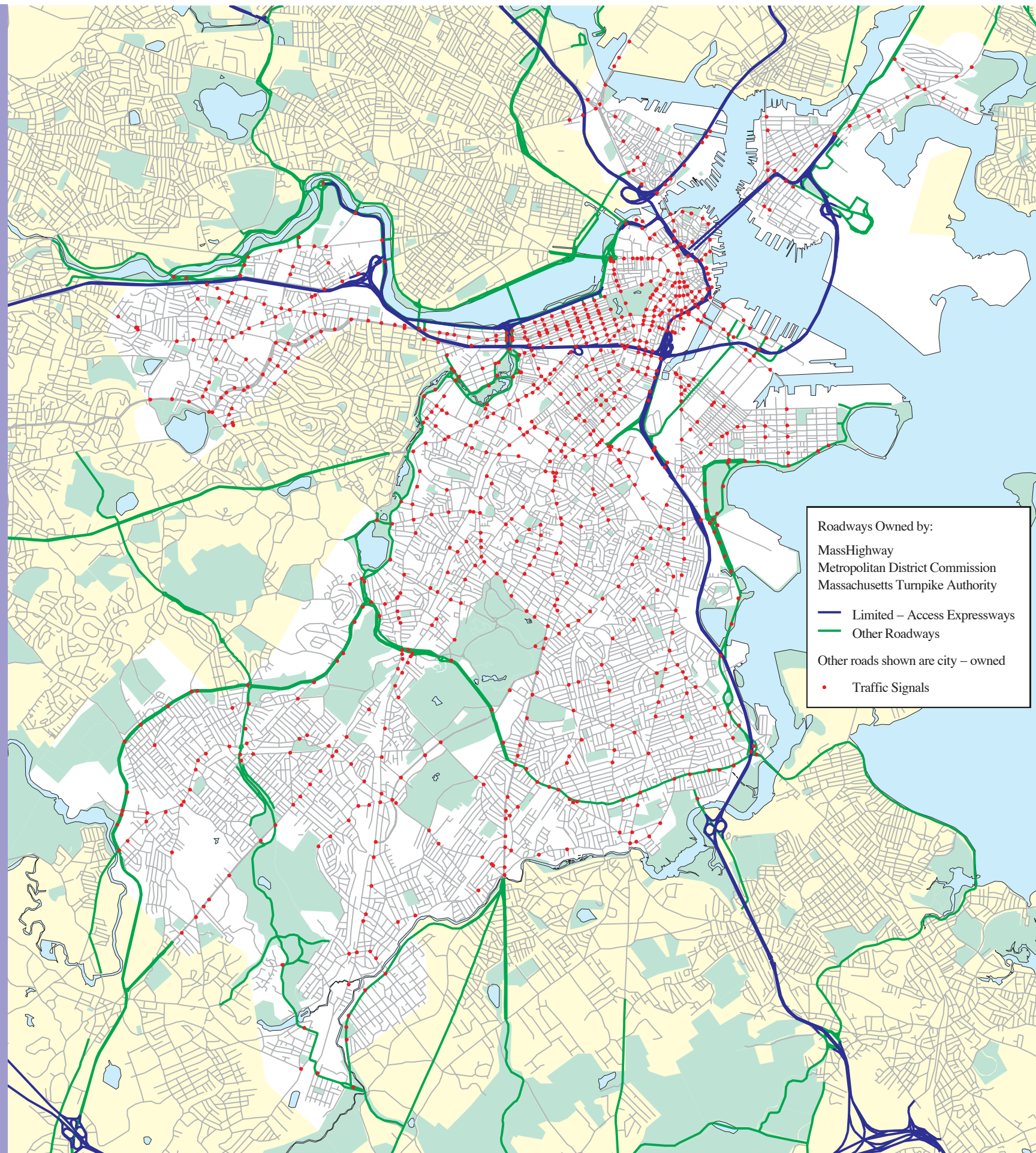
- 3,650 Public safety signs
- 1,250 Street name signs
- 220,000 Linear feet of pavement markings

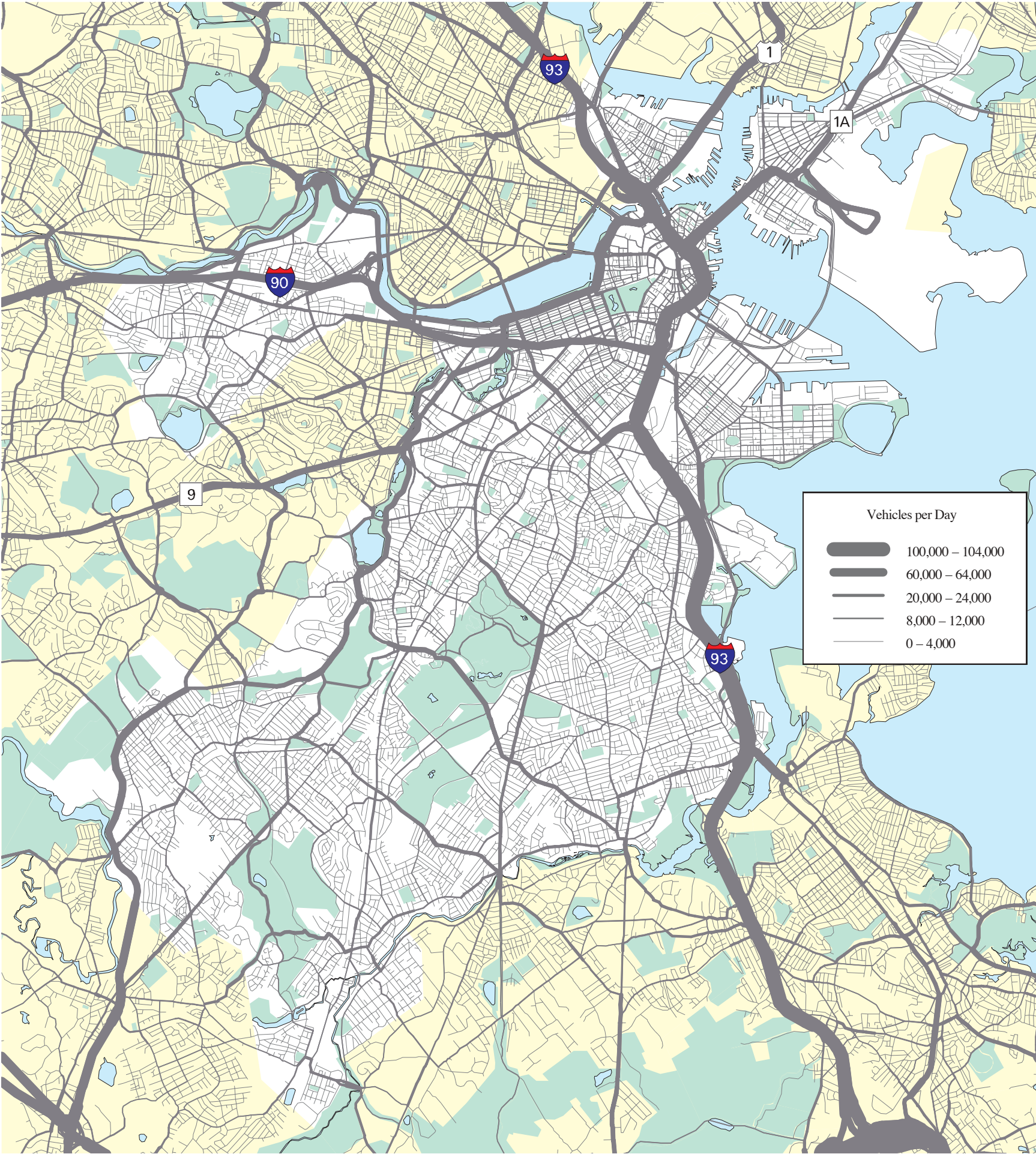
Traffic Control Center

Currently undergoing a \$3.2 million upgrade, Boston's Traffic Control Center is the nerve center from which BTD engineers can monitor and control traffic throughout the Boston. BTD manages most of the city's signal operations through its Traffic Control Center using a combination of sophisticated traffic software, video monitoring, real time information and years of practical experience. Signal timings change based on time of day, weather or in response to traffic or other incidents.

The Traffic Control Center exercises control of the road network using:

- 378 Signals under direct control
- 683 System loop detectors
- 29 Video monitoring cameras





Roadway Volumes

Six of Boston’s historic neighborhoods had been separate cities before annexation between 1867 and 1912. The roads that connected the historic town centers to Boston and to each other are still major thoroughfares. Newer roads and highways were built on extensive landfill in the 19th and 20th Centuries. These newer roads and a regional parkway system now carry the bulk of the traffic into and within Boston.

The accompanying graphic shows average weekday traffic volumes (AWDT) on roadways in and near Boston. The interstates and limited access highways carry the bulk of traffic into and through the city. However, there are also major flows of traffic on surface roadways between and through Boston’s neighborhoods. Major radial corridors include VFW Parkway to Jamaicaaway to Huntington Avenue, and Blue Hill Avenue to Seaver Street to Columbus Avenue. Major crosstown routes include Massachusetts Avenue, Morton Street, and Cummins Highway. AWDT for these and other major Boston roadways is summarized below. Volumes are for both directions combined at a representative point in the neighborhood.

AWDT	Roadway	Neighborhood
61,000	Rutherford Avenue	Charlestown
43,000	VFW Parkway	West Roxbury
42,000	Gilmore Bridge	Charlestown
42,000	Boylston Street	Fenway/Longwood Medical Area
41,000	Jamaicaway	Jamaica Plain/Mission Hill
39,000	Columbus Avenue	Roxbury
39,000	Morrissey Boulevard	Dorchester (North)
35,000	Cambridge Street	Allston/Brighton
34,000	Morton Street	Mattapan
34,000	Dorchester Avenue	South Boston
33,000	Tremont Street	Roxbury
32,000	Melnea Cass Boulevard	Roxbury
32,000	Massachusetts Avenue	South End
30,000	Seaver Street	Roxbury
29,000	Massachusetts Avenue	Back Bay/Beacon Hill
28,000	Congress Street	Downtown
27,000	Old Colony Avenue	South Boston
27,000	Cummins Highway	Mattapan
26,000	North Beacon Street	Allston/Brighton
26,000	Morrissey Boulevard	Dorchester (South)
25,000	Washington Street	West Roxbury
25,000	Cummins Highway	Hyde Park
24,000	Huntington Avenue	Jamaica Plain/Mission Hill
24,000	Blue Hill Avenue	Mattapan
23,000	Gallivan Boulevard	Dorchester (South)
23,000	Brookline Avenue	Fenway/Longwood Medical Area
23,000	Commonwealth Avenue	Allston/Brighton
23,000	North Washington Street	North End/West End
23,000	Surface Artery	Chinatown/Theater District
21,000	Brighton Avenue	Allston/Brighton
20,000	Kneeland Street	Chinatown/Theater District
20,000	Dorchester Avenue	Dorchester (North)
18,000	Cummins Highway	Roslindale
18,000	Chelsea Street Bridge	East Boston

Regional population, employment, auto ownership, and average trip length have grown in recent decades, impacting expressway volumes.

	1977	1987	1992	1999
Southeast Expressway	152,000	189,000	196,000	208,000
Central Artery	155,000	184,000	181,000	197,000
I-93 North	91,000	121,000	115,000	130,000
Tobin Bridge	66,000	93,000	71,000	77,000
Sumner/Callahan Tunnels	75,000	97,000	100,000	82,000
Ted Williams Tunnel	n/a	n/a	n/a	32,000
Massachusetts Turnpike	76,000	109,000	115,000	121,000
Storrow Drive	91,000	103,000	106,000	106,000

Source: CTPS and MassHighway

Transit Infrastructure

Boston has the nation’s oldest subway system, and the Massachusetts Bay Transportation Authority (MBTA) has the 4th highest ridership in the nation. The MBTA system includes four rapid transit lines, three streetcar lines, 13 commuter rail lines, 167 bus and trackless trolley routes, and ferry and paratransit services. Centered on Boston, MBTA service extends into Rhode Island, and reaches to New Hampshire and the cities of Worcester and Fitchburg in central Massachusetts. The 175 cities and towns in the MBTA District have a combined population of 2,608,638. The statistics on this and the next page are from CTPS and the MBTA.

Rapid Transit

With frequent, high capacity service during all periods of operation, the rapid transit lines are the backbone of the transit system. There are a total of 124 stops including streetcar stops, 77 of which are in Boston.

Line	Boardings at Rapid Transit stations		percent Boston
	all stations	Boston stations	
Red Line	233,000	109,000	47%
Green Line	208,000	158,000	76%
Orange Line	166,000	139,000	84%
Blue Line	62,000	47,000	77%
Total	669,000	453,000	68%

The mostly heavily used stations are in the central core. These stations are either served by more than one rapid transit line or serve as transfer points with the commuter rail system and high-speed Acela service.

Outside entries daily	Transit lines	Connecting with
25,500 Downtown Crossing	Red/Orange	
20,800 South Station	Red	Commuter rail, Acela
17,400 Back Bay	Orange	Commuter rail, Acela
17,000 State	Blue/Orange	
17,000 Park Street	Red/Green	
16,100 Government Center	Blue/Green	
13,200 North Station	Orange/Green	Commuter rail

The most heavily used rapid transit stations in the non-core neighborhoods are often those served by a complex of local bus lines. Many of these neighborhood intermodal centers are also located within neighborhood business districts.

Station (line)	Outside entries	Station (line)	Outside entries
Forest Hills (Orange)	13,400	Ashmont (Red)	7,200
Maverick (Blue)	8,800	JFK/UMass (Red)	6,300
Sullivan Square (Orange)	8,650	Massachusetts Ave. (Orange)	5,300
Ruggles (Orange)	8,500	Jackson Square (Orange)	4,800
Kenmore (Green)	7,600	Fields Corner (Red)	4,700

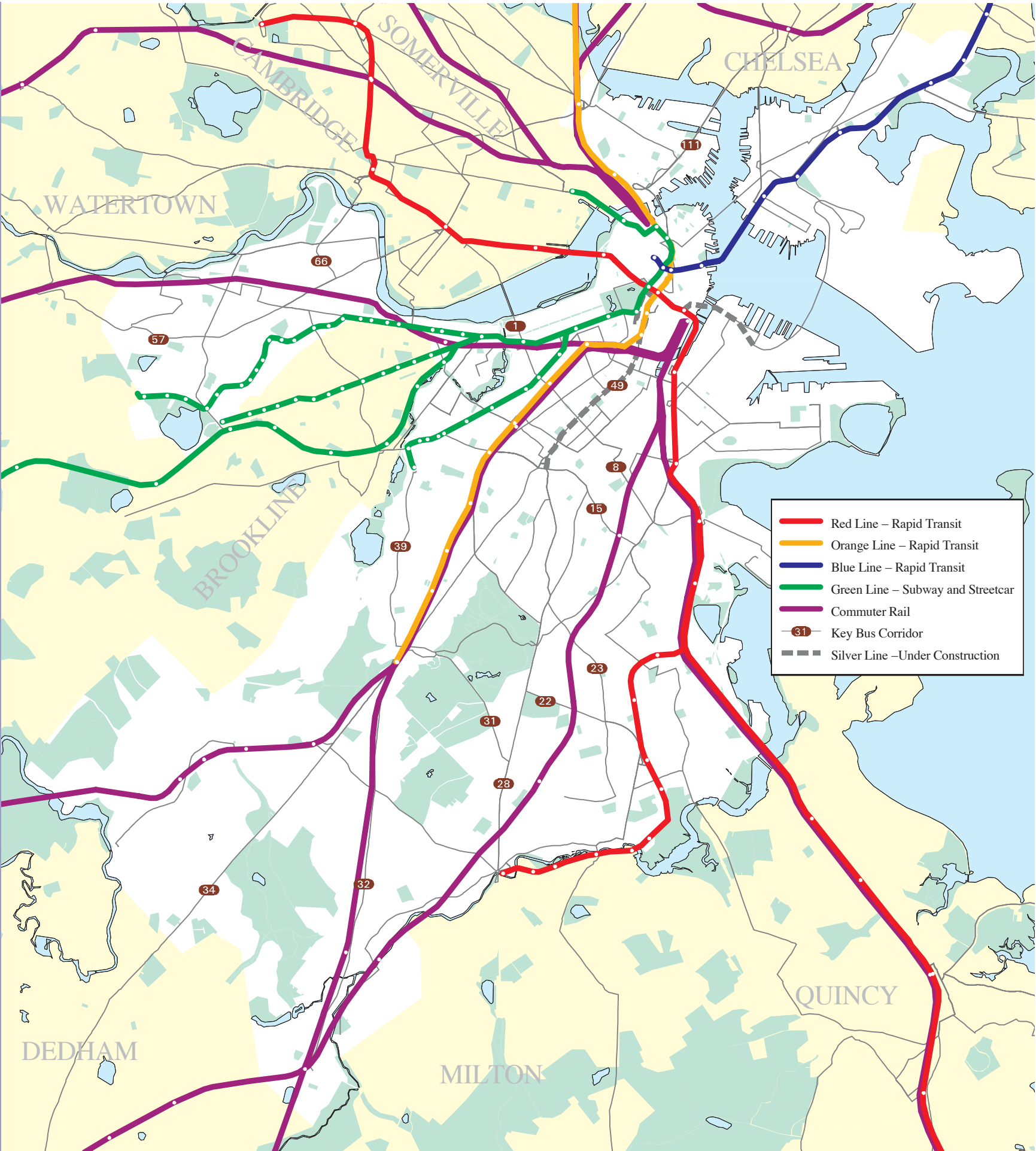
Commuter Rail

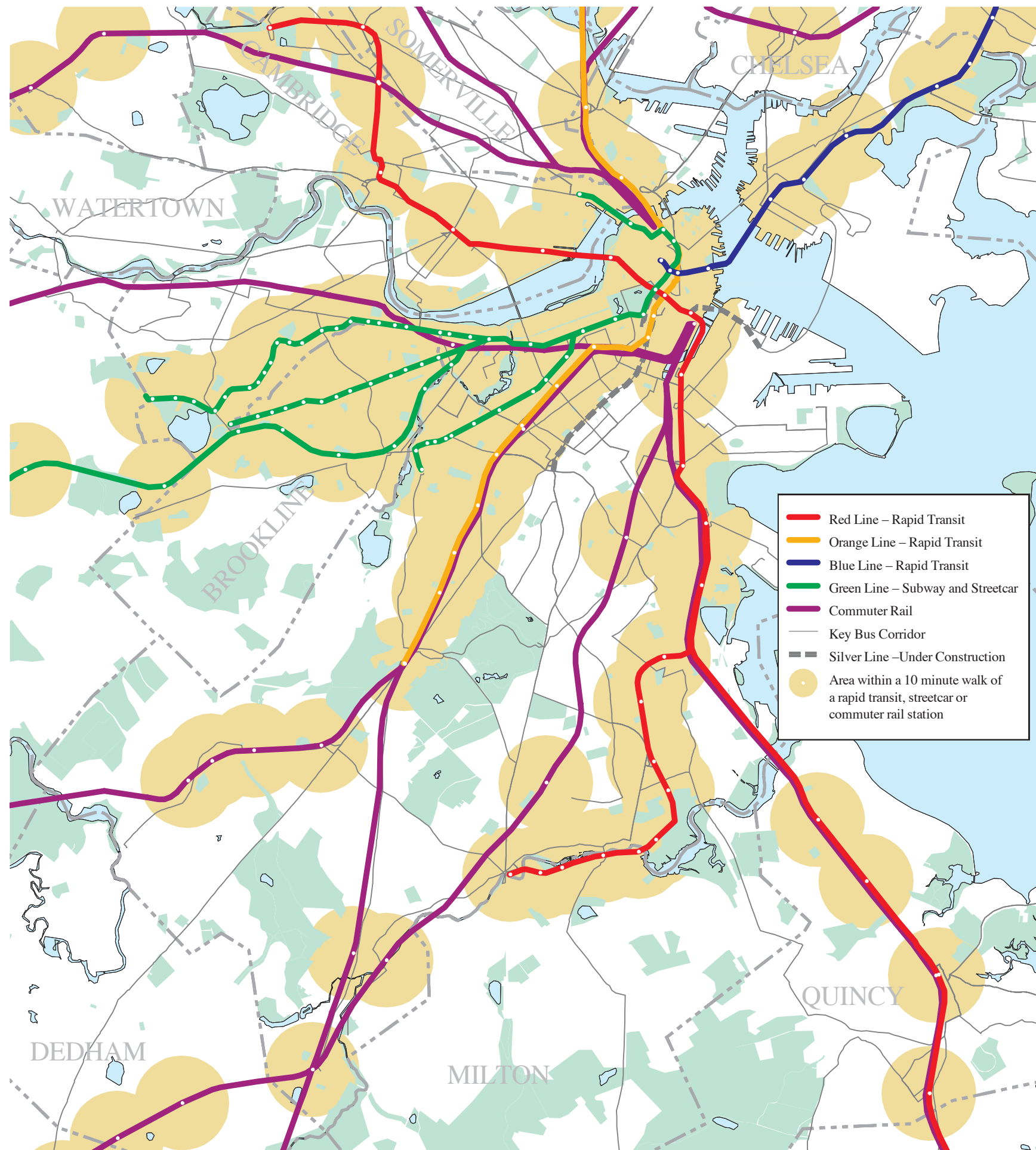
Commuter Rail is an important mode of access to Boston’s core from the Metropolitan region. Service and ridership have increased in recent decades as the region’s population has grown and dispersed. Commuter rail also serves Boston’s neighborhoods, with over 6,000 boardings a day at 13 stations located outside the Core. Most of these trips are to the Core, but some are “reverse commutes” to suburban destinations.

Boardings	Trip origins
25,500	Northside commuter lines
38,000	Southside commuter lines (non-Boston stations)
6,000	Boston non-core stations
69,500	North, South, and Back Bay Stations
139,000	Total boardings to or from Boston

Bus Service

The third major component of the transit system is bus service. The MBTA operates 167 bus routes serving 377,000 riders a day, with service offerings most extensive during weekday peak periods. The accompanying graphic, however, shows only bus routes with service throughout the day, into the evening, and all weekend. Route numbers of the most heavily used lines are also shown. The hours of transit service are a critical factor for people who are transit dependent either by choice or by necessity.





Transit Accessibility

Boston is well served by public transit, and the Downtown is the hub of the regional transportation system. Expansion of Boston's transit infrastructure has both provided for and spurred the growth, development and density that make Boston's environment unique.

Access to and use of the transit system varies by neighborhood. The circled areas on the adjacent map represent parts of Boston about a **10 minute** walk from a transit station. Approximately 57% of Boston's population and 79% of its employment lie within these areas. The table below shows transit mode shares by neighborhood, ranked by transit use to the Core.

Transit Mode Share by Neighborhood

Trips to the Core	Other Trips	All Trips	Neighborhood
71%	9%	13%	East Boston
68%	10%	13%	Roslindale
63%	15%	19%	Jamaica Plain / Mission Hill
62%	10%	13%	Allston / Brighton
62%	6%	7%	West Roxbury
61%	5%	7%	Hyde Park
59%	10%	13%	Mattapan
58%	8%	11%	Dorchester (South)
57%	14%	17%	Roxbury
54%	12%	15%	Dorchester (North)
51%	14%	19%	Charlestown
49%	19%	21%	Fenway / Longwood Medical Area
44%	17%	19%	South End
42%	12%	15%	South Boston
8%	39%	23%	Back Bay / Beacon Hill
7%	50%	32%	Chinatown / Theater District
5%	58%	35%	Downtown
5%	38%	20%	North End / West End
		19%	Citywide Average

MBTA service is very competitive for trips between core and non-core neighborhoods. Interestingly, for trips starting in a Core neighborhood and ending in the Core, transit has a low share since walk is the dominant mode of travel for these trips. In contrast, for trips starting in a non-core neighborhood destined anywhere but the Core, transit share is relatively low since the auto is often more practical.

The Rapid Transit system is augmented by a growing network of bus routes that provide more extensive service into the neighborhoods. Areas outside the circles on the accompanying map are primarily served by buses. Bus routes serving these areas typically have the highest ridership and the most frequent service in the MBTA system.

For transit-dependent residents, the lack of good transit service to non-core destinations can create serious mobility problems. Also, many transit-dependent users live or work outside the disks, and quality of service is often seen as a major problem.

	Number of routes	Daily boardings	percent
Bus routes entirely within Boston	49	166,000	44%
Routes crossing Boston city limits	57	125,000	33%
Routes entirely outside Boston	61	86,000	23%
Total	167	377,000	100%

	Highest Ridership MBTA Bus Routes (via)	Daily boardings
39	Forest Hills-Copley Square (Centre St./South St.)	17,400
1	Dudley-Harvard Square (Massachusetts Ave.)	12,600
23	Ashmont-Ruggles (Washington St./Blue Hill Ave.)	11,700
28	Mattapan-Ruggles (Blue Hill Ave.)	11,700
66	Dudley-Harvard (Brookline/Allston)	10,700
57	Watertown-Kenmore Square (Brighton Ave.)	8,900
22	Ashmont-Ruggles (Talbot Ave./Blue Hill Ave.)	8,300
111	Chelsea-Haymarket (Tobin Bridge)	8,100
32	Wolcott-Forest Hills (Hyde Park Ave.)	7,700
49	Dudley-Downtown (Washington St.)	7,600
15	Kane Square-Ruggles (Dudley St.)	7,000
34	Dedham-Forest Hills (Washington St.)	6,300
8	UMass-Kenmore Square (Massachusetts Ave.)	5,300
31	Mattapan-Forest Hills (Morton St.)	5,200

Parking Availability

Boston is legendary for its parking scarcity, especially in the downtown core. Boston’s central business district is dense, crowded, and has some of the most expensive parking in the country. For example, in a recent nationwide survey, Boston was second only to New York in average parking cost, with rates increasing as fast as most other cities in the nation.

Average Parking Cost			5 year
City	Daily	Monthly	Increase
New York(midtown)	\$40	\$520	30%
New York(downtown)	\$29	\$400	29%
Boston	\$28	\$375	34%
San Francisco	\$25	\$325	30%
Chicago	\$20	\$300	25%
Seattle	\$20	\$248	60%
Philadelphia	\$14	\$168	14%
Washington D.C.	\$13	\$205	51%
Atlanta	\$13	\$100	n/a
Baltimore	\$11	\$138	41%
Denver	\$10	\$138	n/a
Portland	\$ 9	\$150	n/a
National Average	\$13	\$157	n/a

Source: Collier’s Nationwide

Boston’s parking supply is constrained by statute, geography, and urban fabric, and has grown much more slowly than parking demand. Consequently, the cost of parking continues to rise, especially in the areas of densest employment and highest visitor interest. The shaded areas of the adjacent map show the average 1999 cost of offstreet parking in Boston’s core and adjoining areas. The highest parking rates are in and near the financial district, which has the greatest employment density and numerous visitor attractions. Areas around Boston’s premier hospitals also have some of the most expensive parking in Boston.

Parking in Boston’s neighborhoods is also limited, though it is considerably less expensive relative to the downtown core. The BTD and the MBTA each own and operate parking facilities in Boston’s neighborhoods. BTD facilities are near neighborhood business districts and are free of charge. The MBTA lots are near transit stations, and charge minimal daily fees. The accompanying graphic shows the location of these facilities, as well as the MBTA lots outside of Boston. Note that some MBTA stations have more than one lot.

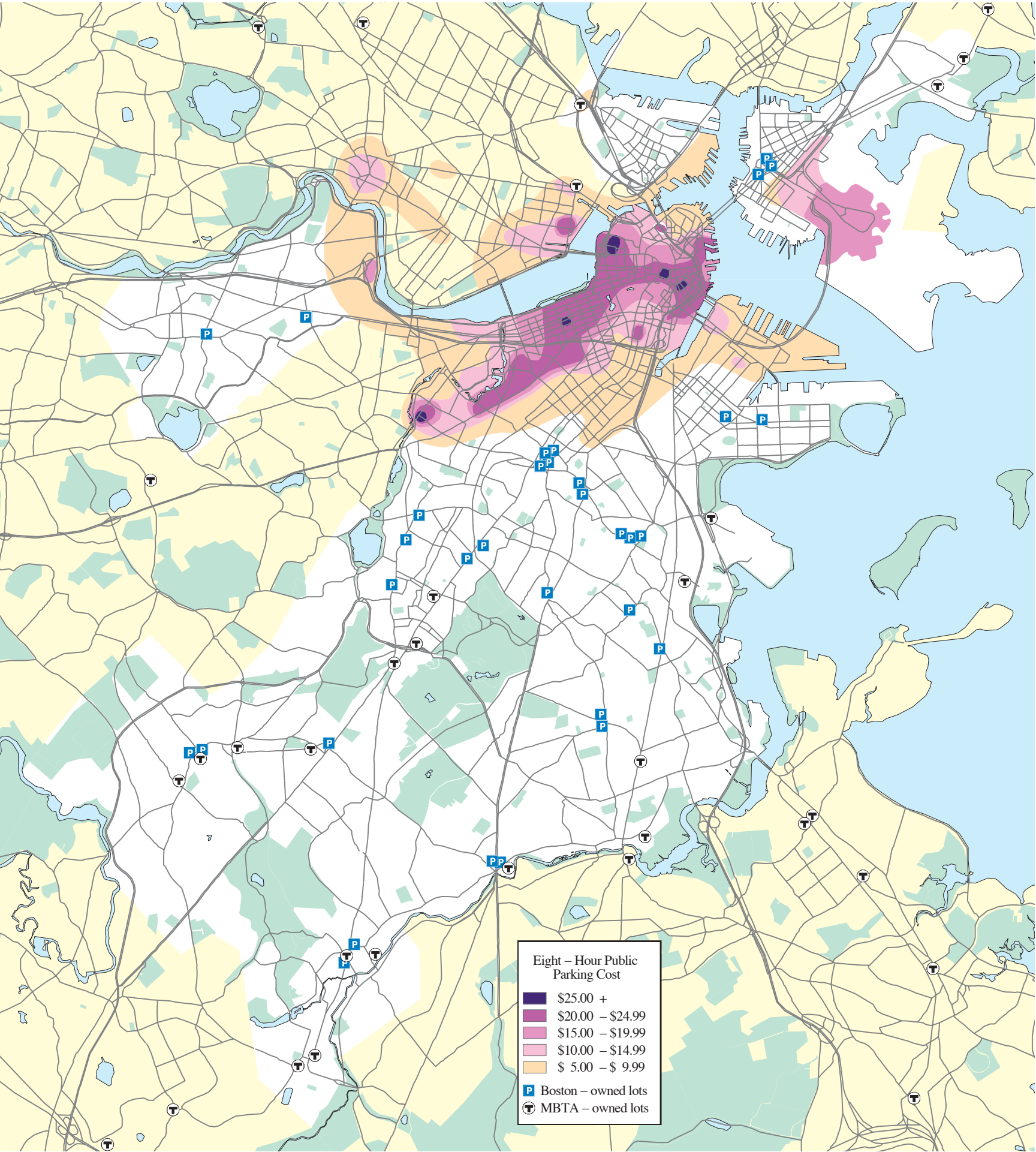
Publicly Owned Parking in Boston Neighborhoods

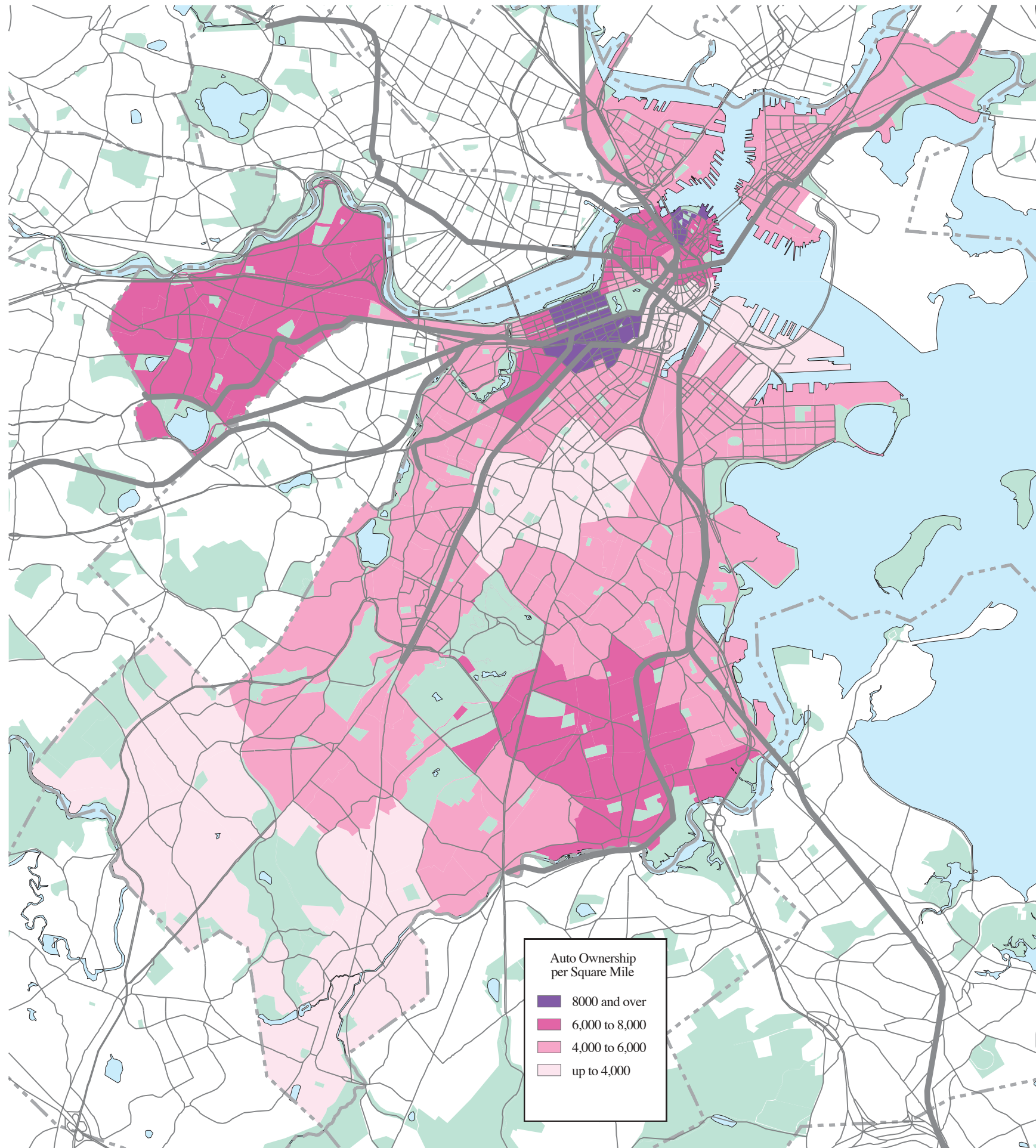
BTD	34 Lots	1,547 Spaces
MBTA	15 Lots	2,647 Spaces

Parking is also allowed onstreet in most areas, including much of the Core neighborhoods. The Boston Transportation Department is charged with regulating and enforcing curbside use on all City streets. The curbside is valuable, and competition for its use is fierce. Curbside space must accommodate loading, service, bus stops and cab stands, as well as the varying parking needs of residents and visitors. In the busiest districts, parking meters are an important rationing and enforcement tool, allowing maximum curbside use. The Boston Transortation Department uses over 42 different parking regulations to address the differing curbside needs throughout the city.

Parking Regulation by the Numbers

- 5,496 regulation signs installed in FY 2001(replacement and new)
- 6,800 parking meters operated and maintained - av. cost \$1/hour
- \$8,627,984 FY 2001 parking meter revenue
- 111 valet zones
- 18,784 special event/construction permits issued in FY 2001





Parking Demand

Contributing to Boston’s livability is the proximity of its residents, business districts and institutions. Given the city’s limited geography and roadway accessibility, accommodating parking becomes especially difficult. Boston’s growth in residents, employment and visitors has contributed significantly to its parking crunch. Over the last few decades, many steps have been taken by the city to both curb the growth in parking and heavily regulate its use.

Scarce onstreet parking has long been a condition associated with many areas of Boston. The adjacent map combines auto ownership per household with population density to show the density of autos per square mile. When density of autos is shown, certain core areas and other dense residential areas like Allston/Brighton clearly have more cars per square mile than the rest of Boston. Population density here offsets what are typically lower auto ownership rates in these areas, and the overall number of cars in the neighborhood is often more than be accomodated onstreet. As the city has grown, more areas have been experiencing this onstreet parking crunch. With auto registrations in Boston up 36% since 1990, this parking scarcity will undoubtedly continue.

Boston’s Resident Permit Parking program developed in reaction to this trend and helps to protect residential areas from parking intrusion by commuters and other non-residents. The program was first institut-ed by the City in 1978, and grows every year in both resident permit requests and curbside allocation of spaces. The chart below shows the growth and scope of Boston’s Resident Permit Parking program.

Resident Permit Parking district	Permits Issued		Percent Change
	1990	2000	
North End	3,387	4,163	23%
Chinatown	601	750	25%
Leather District	67	169	153%
Bay Village	440	537	22%
Back Bay	5,572	7,086	27%
Beacon Hill	3,602	3,933	9%
Charlestown	745	4,235	468%
East Boston	5,342	7,216	35%
Allston/Brighton	8,329	15,631	88%
Fenway/Kenmore	3,869	4,678	21%
South End	7,101	9,678	36%
South Boston	901	1,226	36%
Jamaica Plain	1,765	2,606	48%
Mission Hill	1,588	2,002	26%
Roxbury	n/a	258	n/a
Dorchester	1,546	1,037	-33%
West Roxbury	n/a	397	n/a
Roslindale	n/a	214	n/a
Hyde Park	n/a	14	n/a
TOTAL	44,855	65,830	47%

BTD is responsible for both the regulation and, with the Boston Police Department, enforcement of curbside regulations on all City streets. Enforcement of parking violations is done through ticketing, towing and booting. BTD collects and adjudicates fines for all viola-tions, as well as holds all vehicles towed for violations.

Enforcement by the numbers (enforcement actions for FY2001)

191	Parking Enforcement Officers
53	Tow Truck Drivers and Supervisors
1,746,744	Violations Issued
6,166	Booted vehicles
16,482	Violation Tows
1,905	Abandoned vehicle tows

In the 1970s Boston agreed to freeze general public parking as part of the State Implementation Plan (SIP) to comply with the Federal Clean Air Act. Since then the freeze regulations have been expanded, and are administered by the Boston Air Pollution Control Commission.

Freeze Area	Key aspects of current regulations
Boston Proper	Caps general public parking at 35,500 spaces.
East Boston	Caps rental car spaces at 4,012 and Park & Fly at 1,098
South Boston	Caps parking at 1994 levels in three parking districts
Logan Airport	Caps parking at 19,315 spaces (mostly for passengers)

Bicycles in Boston

There are about 38,000 daily trips by bicycle in Boston, 20% of which are work trips (CTPS). This figure does not include recreational trips starting and ending in the same place nor does it include bicycle messenger trips.

The basic bicycle network is the local street system. Under state and city law, bicyclists may use all streets and parkways except divided express highways with on and off ramps. The roads in the City of Boston prohibited to cyclists are I-93, I-90, Storrow Drive, portions of Route 1A, the harbor tunnels, and the Tobin Bridge.

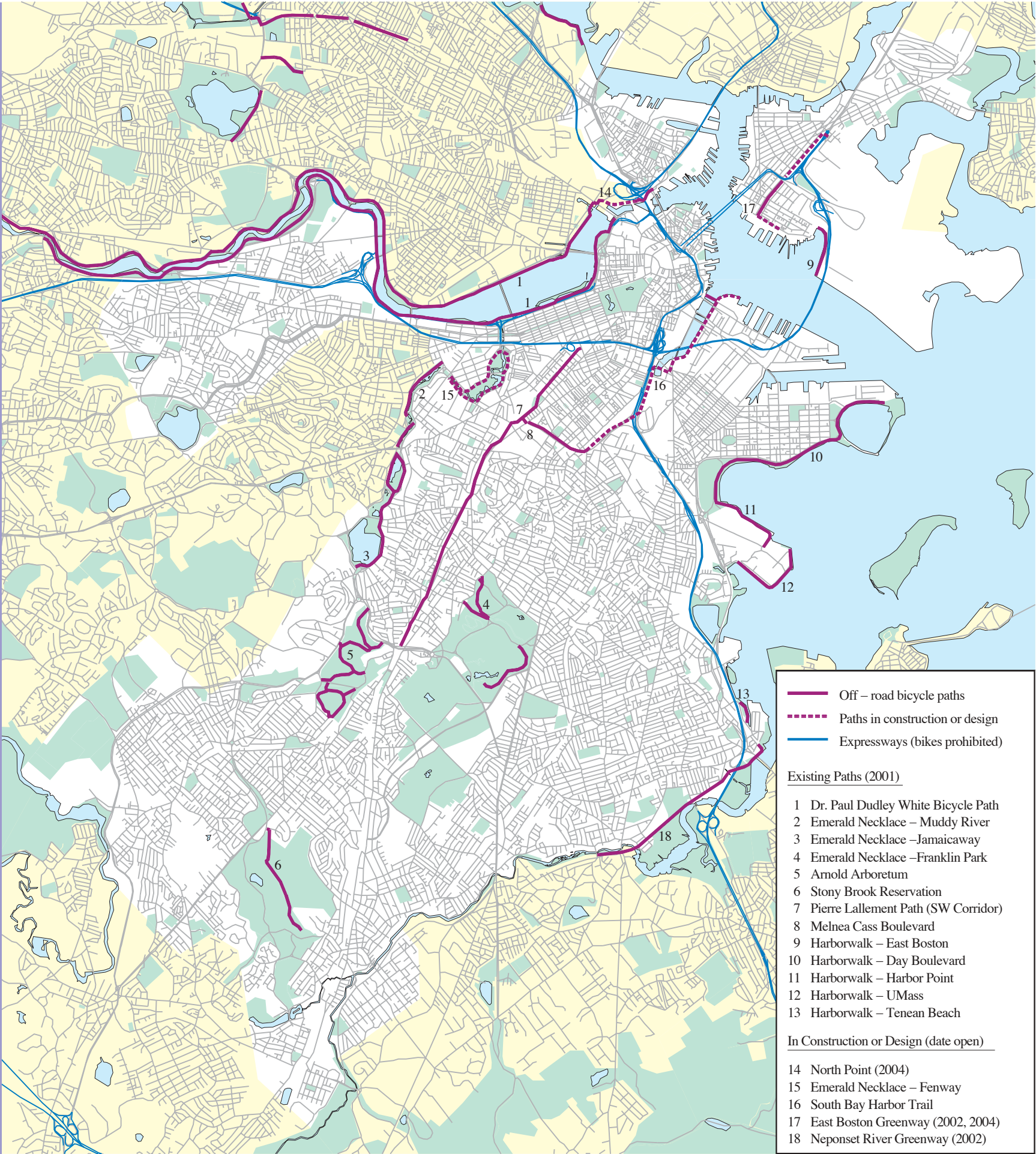
Boston has several bicycle paths prohibited to motor vehicles. The most popular is the Dr. Paul Dudley White Bicycle Path [number 1 on accompanying map] along the Charles River from the Museum of Science to Allston-Brighton and beyond. The path, owned and managed by the Metropolitan District Commission (MDC), makes a 17-mile loop on both sides of the river. On warm weekends the path is crowded with joggers, roller skaters, strollers, dog walkers, besides bicyclists. The Charles River Basin Master Plan calls for improving the path system by providing separate hard paths (for wheeled users) and soft paths (for pedestrians). North Point and Nashua Street Parks [14] will extend the paths towards the harbor.

The Pierre Lallement Bicycle Path [7], runs along the Southwest Corridor route of the Orange Line for three miles from Forest Hills in Jamaica Plain to Massachusetts Avenue in the Back Bay. The corridor continues as a sidewalk area to Dartmouth Street. It is owned by the MBTA and managed by the MDC.

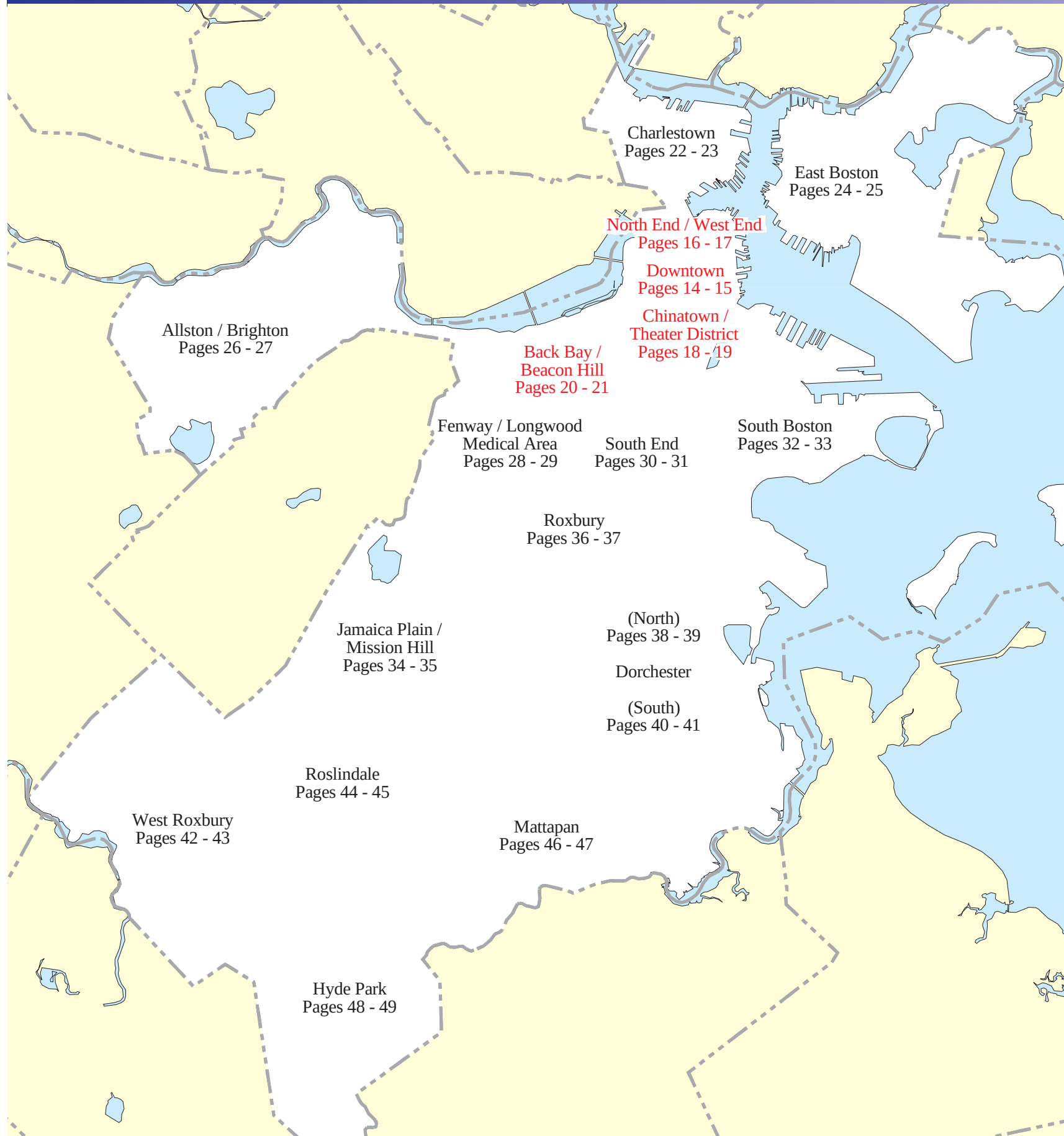
Another set of paths heavily used by commuters follows the famed Emerald Necklace parks. There is an asphalt path on the Brookline side of the Muddy River [2] and a crushed stone path on the Boston side. Further to the south, there is a path beside the Jamaicaaway [3]. This path, managed by the Boston Parks and Recreation Department, continues to Jamaica Pond. The Linking the Corridors project will create separate bicycle and pedestrian paths in the Back Bay Fens [15] that will connect to the Muddy River path to the west and, via Forsyth Street, to the Pierre Lallement Bicycle Path.

Bicyclists use the wide sidewalk along Day Boulevard [10] from Carson Beach to Pleasure Bay. There is a short bicycle path behind the University of Massachusetts [12] along the water. Most of the park roads in the Arnold Arboretum [5] and some in Franklin Park [4] are closed to motor vehicles but open to bicyclists. There is a bicycle path in the Stony Brook Reservation [6].

Two new paths are under construction. The Neponset River Greenway [18], a three mile path along the Neponset River, will open in 2002. The Maverick Street to Porter Street segment (about half a mile) of the East Boston Greenway [17] will also open in 2002. A second half mile (to Neptune Avenue) will open a few years later, as will an extension in the other direction to Piers Park. There is a bicycle path along Melnea Cass Boulevard [8] connecting to Ruggles Station. The proposed South Bay Harbor Trail [16] would reconstruct this path and extend it underneath I-93 to the Fort Point Channel, where it would follow the water to the Boston Harbor at Fan Pier.



Neighborhood Profiles – Key Map and Introduction



The Neighborhood Transportation Profiles portion of the Transportation Fact Book provides a summary of travel activity and transportation infrastructure for each of Boston's neighborhoods. Each neighborhood is presented on two pages, each with a map. The first highlights the roadway network, and the second public transportation. The text tells about the character and history of each neighborhood, while highlighting key statistical findings presented in the charts.

Profiles for eighteen neighborhoods are given in this Fact Book, using the boundaries of the Boston Redevelopment Authority's planning and statistical districts. Information presented in each profile has been gathered from a variety of sources which are cited where appropriate. Data tables use consistent definitions and formats in all neighborhoods, and key data elements are described below.

Roadway Volumes

These are estimates of the average weekday traffic (AWDT) volume at a representative point for selected roadways in a neighborhood. Traffic volumes fluctuate daily and seasonally, but these estimates give an idea of the relative capacities and traffic burdens of neighborhood roadways. These estimates were developed from CTPS and MassHighway data.

Employment Areas

Total estimated employment is shown for each neighborhood, as well as a breakdown for a number of subareas. The subareas vary in size, and their boundaries are not shown on the maps. Each subarea contains a number of employers, even if it is named for one major employer. Data is from CTPS.

Distribution of Trips and Mode Shares

These tables show how the total trips *beginning* in a neighborhood each day divide between modes, destinations, and activities. It is assumed that an equal number of daily trips *end* in the neighborhood with a similar mode, geography, and activity distribution. At the top of this section are the mode shares for all neighborhood trips, as well as the citywide average for comparison.

The geographic distribution of trips is shown by percentages on the left of this table. These percentages were used to define the pie slices on page 3. The four Core Neighborhoods are indicated in red in the accompanying key graphic. The Inner and Outer Communities are defined and shown on pages 2 and 3. In general, Inner Communities are served by MBTA rapid transit and bus services. Outer Communities rely primarily on commuter rail for transit access to Boston. Mode shares are shown for each group of destinations.

The activity distribution of trips refers to what people are doing when they *begin* a trip in the neighborhood. Three kinds of activities have been defined: trips starting at someone's home, trips starting at a workplace, and trips for any other activity. An equivalent number of daily trips are assumed to *end* at these activities. Mode shares to and from each activity are shown.

This information was developed by CTPS for Access Boston. Various surveys and modeling efforts undertaken over the last decade were analyzed in order to discern neighborhood-specific information.

Daily MBTA Use by Station or Route

This chart reflects the daily use of public transportation facilities in a given neighborhood. For subway and commuter rail stations, the number is daily passengers entering that particular station. For bus routes, the number shown is daily ridership for the entire bus route, including boardings outside the neighborhood. All numbers have been rounded.

DOWNTOWN

The Downtown includes the Financial District, Government Center, and the waterfront between Long Wharf and Summer Street. The area includes about half the historic Boston peninsula. There are 145,000 jobs in this very compact area, representing more than 35% of all employment in the City. The few residents in this district live mostly along the waterfront.

Employment Areas in Downtown

Downtown Crossing	19,600
Faneuil Hall/Waterfront	13,300
Financial District	74,600
Government Center	27,700
South Station	9,900
TOTAL JOBS	145,100

Source: 1996 CTPS site-level employment database

Reflecting the historic street pattern, most of the streets in this area are narrow and pedestrian oriented. Major arterials also feed into the area, providing access for commuters. The Surface Artery, Tremont, Congress, and Cambridge Streets have the largest traffic volumes, not including the expressways.

Roadway Volumes in the Downtown*

Congress Street	28,000
Summer Street	5,000
State Street	4,000
Tremont Street	15,000
High Street	3,000
Cambridge Street	14,000
Essex Street	6,000
Surface Artery	23,000
Atlantic Avenue	11,000

Source: CTPS

*Estimated daily traffic at a representative point

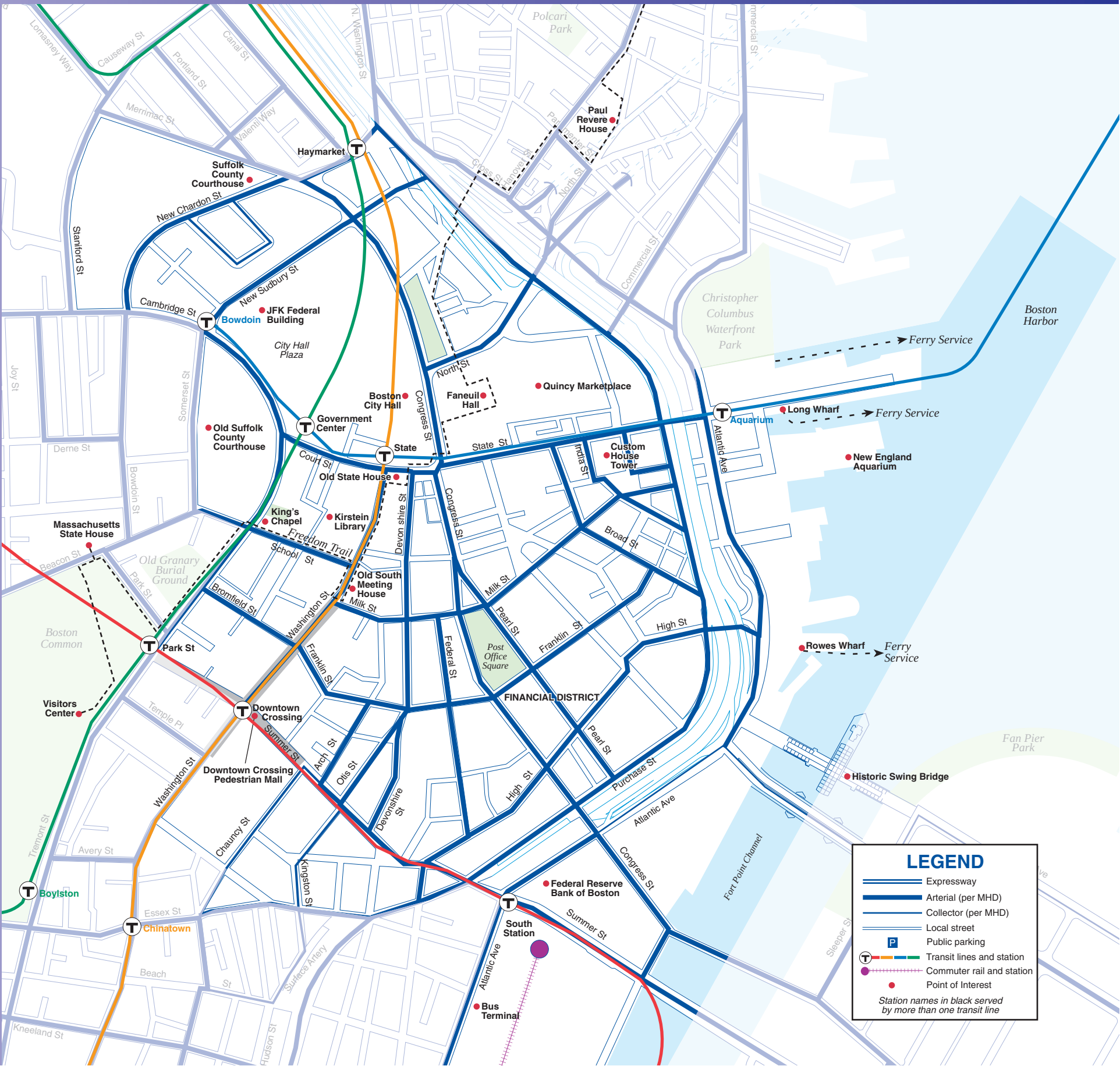
Virtually all trips within the Downtown are walk trips, as are most trips to the other core neighborhoods (North End/West End, Chinatown/Theater District, Back Bay/Beacon Hill). Two-thirds of trips from the rest of Boston and from the Inner Communities are by transit, and only one-third by auto.

There are almost no home-based trips in this area. This reflects a relative lack of residences, and more than 60% of all Downtown trips are work trips.

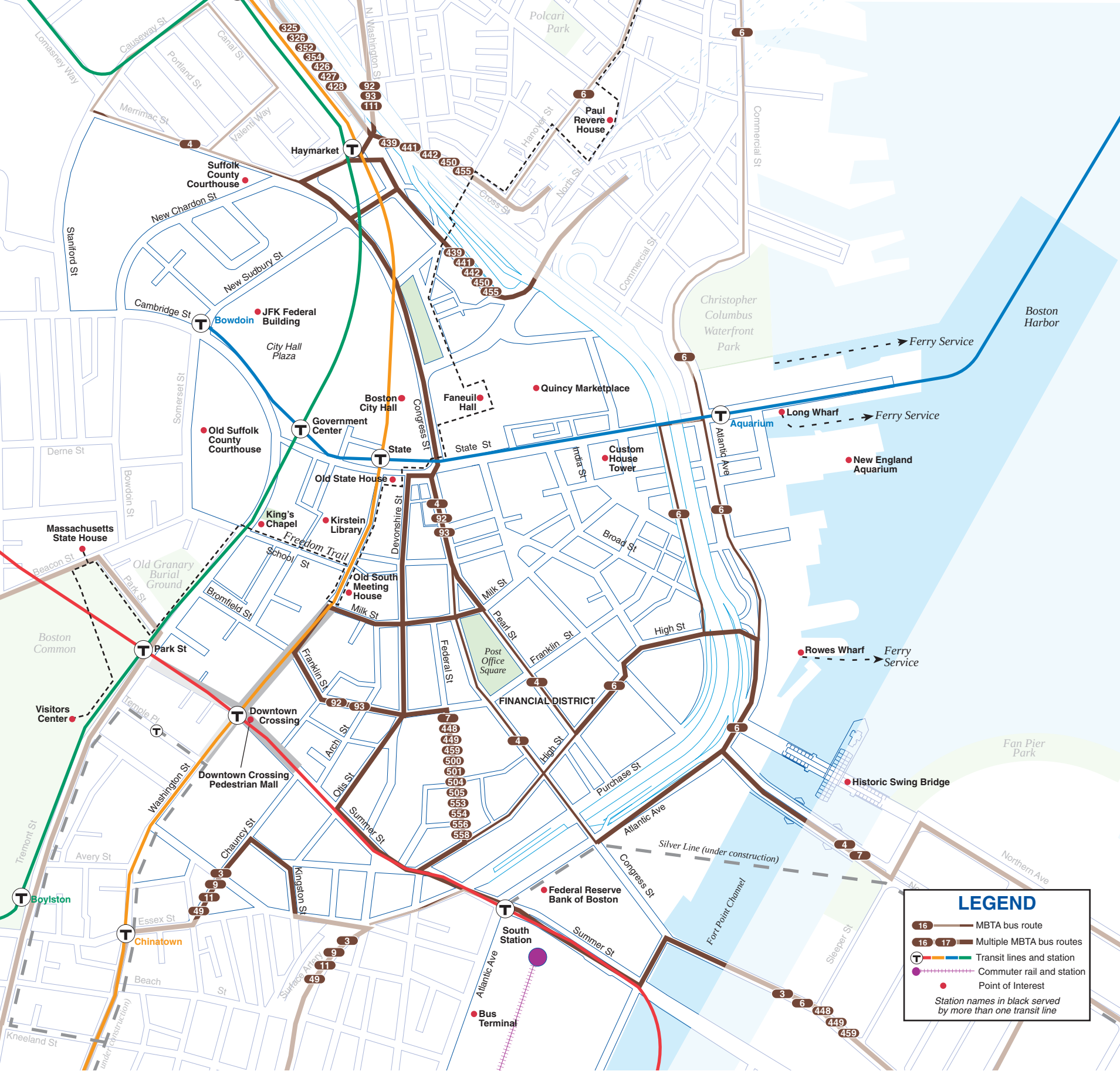
All of the MBTA subway and commuter rail lines converge in the Downtown. The northside and southside commuter rail lines terminate at North and South Stations respectively, both near the edges of the Downtown. Passengers typically walk several blocks to their final destination or transfer to a local MBTA route.

The Downtown is served by local buses from Charlestown, Fenway, the South End, South Boston, and Roxbury. In addition, a large number of express bus routes enter the Downtown via the regional expressway system, terminating at Haymarket Station and at Federal Street in the Financial District. The South Station Transportation Center serves as the terminus for Greyhound and other inter-city services.

ROADWAY SYSTEM



TRANSIT NETWORK



Tourism industry related tour and trolley buses are a key component of transportation services in the Downtown. Also, Long Wharf and Rows Wharf have docking facilities for harbor tours and commuter boats.

Distribution of Trips and Mode Shares in Downtown			
	<u>Auto</u>	<u>Transit</u>	<u>Walk</u>
All destinations and purposes	24%	35%	41%
City Average	51%	19%	30%
("walk" mode includes bicycle)			

Geographic Distribution of Trips				
% of Trips	Origin or Destination	Auto	Transit	Walk
34%	Within Neighborhood	3%	1%	96%
10%	Rest of Core	11%	18%	71%
16%	Rest of Boston	28%	66%	6%
20%	Inner Communitiess	33%	67%	0%
19%	Outer Communitiess	56%	44%	0%

Activity Distribution of Trips				
% of Trips	Activity in Neighborhood	Auto	Transit	Walk
1%	Home	28%	30%	42%
63%	Work	26%	43%	31%
35%	Other	21%	20%	59%

Daily MBTA Use by Station or Route*	
Rapid Transit	
Park Street	17,000
Downtown Crossing	25,500
State Street	17,000
Haymarket	8,600
South Station	20,800
Government Center	16,100
Bowdoin	1,500

MBTA Local Bus Routes	
7 City Point – South Station	2,200
11 City Point – Downtown	3,700
43 Ruggles-Downtown	3,700
49 Dudley-Downtown	7,600
55 Fenway – Downtown	900
92 Assembly Sq.-Downtown Crossing	1,500
93 Sullivan-Downtown Crossing	4,600

MBTA Buses arriving Downtown via Expressway	
via Turnpike	8,700
Routes 500, 501, 504, 505, 553, 554, 556, 558	
via I-93	2,650
Routes 325, 326, 352, 354	
via Tobin bridge	9,700
Routes 111, 426, 427, 428	
via Sumner Tunnel	6,100
Routes 439, 441, 442, 450, 455	
via Ted Williams Tunnel	1,500
Routes 448, 449, 459	

*Boarding counts only, not including transfers with-in stations. Source: MBTA and CTPS

NORTH END / WEST END

ROADWAY SYSTEM

This portion of the core includes both the North End and the West End. The North End is a primarily residential neighborhood of narrow, dense streets. It includes some of the oldest streets and buildings still standing in Boston proper. Many buildings have commercial uses on the ground floor. The North End is known for its abundance of Italian restaurants and old-fashioned grocery stores. Both the North End and the Bulfinch Triangle are designated National Historic Register Districts. The Bulfinch Triangle originated from a street pattern designed by the noted architect Charles Bulfinch in 1807. The West End was a similar neighborhood until it was razed in the 1950s to make room for a massive urban renewal project that included high-rise housing and an expanded Massachusetts General Hospital (MGH). There are no major through streets that penetrate the North End. Commercial Street, with two lanes in each direction, goes around the North End's perimeter. North Washington Street is the only connection from Charlestown to the core, and is the highest volume roadway in this district. Hanover Street is the commercial heart of the North End neighborhood and is replete with shops and restaurants.

Roadway Volumes in North End/West End*

Hanover Street	3,000
Commercial Street	9,000
N. Washington Street	23,000
Merrimac Street	2,000
Causeway Street	9,000
Source: CTPS	

*Estimated daily traffic at a representative point

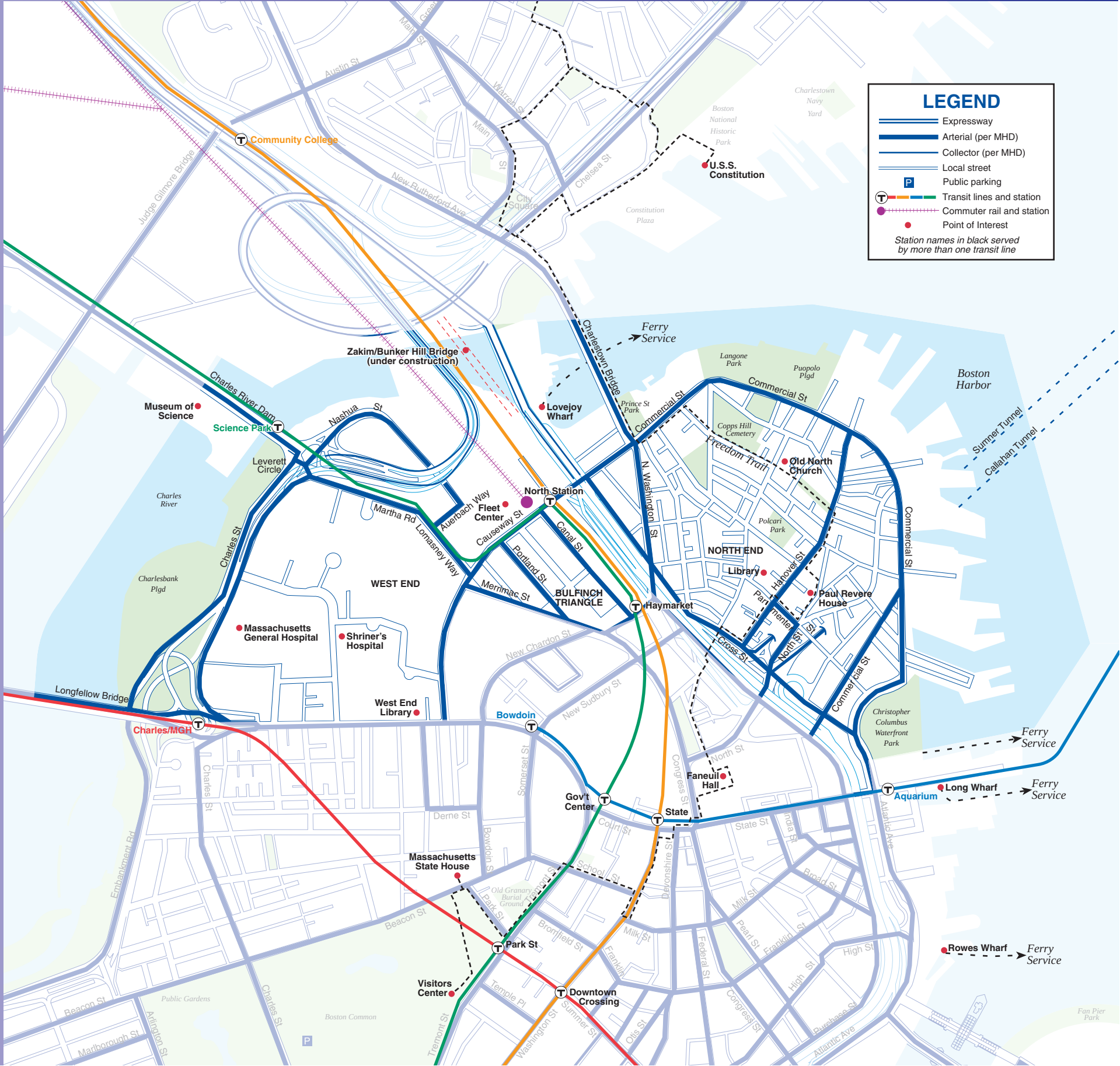
The North End and West End are approximately one-half and one-third of a square mile respectively. The district around North Station and the Fleet Center, located between the North and West Ends, has a significant amount of employment. MGH is the single largest employer in the district. With an estimated 33,000 jobs and 14,200 residents, the North End/West End has both a significant residential and employment base. According to the U.S. Census, the population of the North End/West End district has remained relatively stable since 1980.

Employment Areas in North End/West End

Mass General Hospital	16,200
North End	5,800
North Station/Bulfinch Triangle	11,300
TOTAL JOBS	33,300

Source: 1996 CTPS site-level employment database

Virtually all trips within the North End/West End are walk trips, as are 80% of the trips to the rest of the core. These types of very short trips account for more than half the total trips, and are due to the compact nature of the neighborhoods. The North End/West End neighborhoods have a fairly equal geographic distribution of trips, with the highest percentage occurring within the neighborhood. Almost 50% of all trip types (ie: to and from home



TRANSIT NETWORK



and work) within the North End/West End are made by walking.

Distribution of Trips and Mode Shares in North End/West End			
	Auto	Transit	Walk
All destinations and purposes	33%	20%	47%
City Average	51%	19%	30%
("walk" mode includes bicycle)			

Geographic Distribution of Trips			
% of Trips	Origin or Destination	Auto	Transit
29%	Within Neighborhood	6%	0%
23%	Rest of Core	10%	10%
13%	Rest of Boston	53%	44%
21%	Inner Communities	54%	43%
13%	Outer Communities	77%	23%

Activity Distribution of Trips			
% of Trips	Activity in Neighborhood	Auto	Transit
21%	Home	20%	14%
43%	Work	43%	30%
36%	Other	28%	13%

Located adjacent to the FleetCenter, North Station is a commuter rail, subway and bus station. Currently under construction is a significant upgrade of the MBTA's subway, bus and commuter rail facilities at North Station. When complete, these changes will provide cross-platform transfers between the Green and Orange Lines, as well as underground access to North Station. These changes will serve downtown businesses and tourist attractions, as well as events at the Fleet Center, the home of the Bruins and Celtics, and one of the largest entertainment facilities in New England. With more than 200 annual public events, the FleetCenter brings well over three and a half million people each year into this neighborhood.

The Green and Orange lines stop at Haymarket station, adjacent to the North End. Haymarket also serves as a bus depot primarily for express buses coming from the North Shore. The West End is served by the Charles/MGH station on the Red Line and Science Park station on the Green Line. There are only two bus routes that travel into these neighborhoods. Both run in peak hours only, and have low ridership compared to other MBTA routes. Route 6 uses Commercial Street and Hanover Street, and Route 4 loops in front of North Station.

Daily MBTA Use by Station or Route*			
Rapid Transit			
North Station	13,200	Haymarket	8,600
Charles/MGH	7,700	Science Park	1,350
Commuter Rail			
North Station	25,500		
Bus Routes			
4	North Station – World Trade Center		150
6	South Boston Waterfront - Haymarket		400

*Boarding counts only. Source: MBTA and CTPS

CHINATOWN / THEATER DISTRICT

This area, located generally between the Back Bay and Downtown, is amongst Boston's fastest growing and is characterized by a mix of land uses existing in close proximity to each other. Completion of the Central Artery project and the development of air-rights over the Turnpike in coming decades promises to enhance the area's attractiveness as a place to live, work and visit.

New housing is in the pipeline for Chinatown, adding to the rich mix of commercial and residential uses in this historic neighborhood. To the west of Chinatown is the Theater District, which is also home to Emerson College. Further west is the residential enclave of Bay Village, the State Transportation Building, the Park Plaza Hotel, and the New England Medical Center. To the east of Chinatown is the Leather District, a grid of nineteenth century warehouse buildings that have been restored for business and residential uses. The Leather District is one of the most rapidly changing areas of Boston Proper.

Employment Areas in Chinatown/Theater District

Chinatown	2,600
Leather District	9,100
New England Medical Center	4,500
Theater District	17,900
TOTAL JOBS	34,100

Source: 1996 CTPS site-level employment database

These districts are hemmed in by the highway system. The Massachusetts Turnpike marks the southern boundary and has an on-ramp at Arlington Street. The I-93/I-90 interchange dominates the eastern corner with ramp access along Kneeland Street. Consequently, some of the largest downtown surface traffic volumes are found in this vicinity as traffic bound for regional destinations traverses this area to access the highway system.

The Stuart-Kneeland and Boylston-Essex street corridors serve as major east – west arterials for Boston. Columbus Avenue and Tremont Street carry commuter traffic bound for downtown Boston from the residential districts to the south.

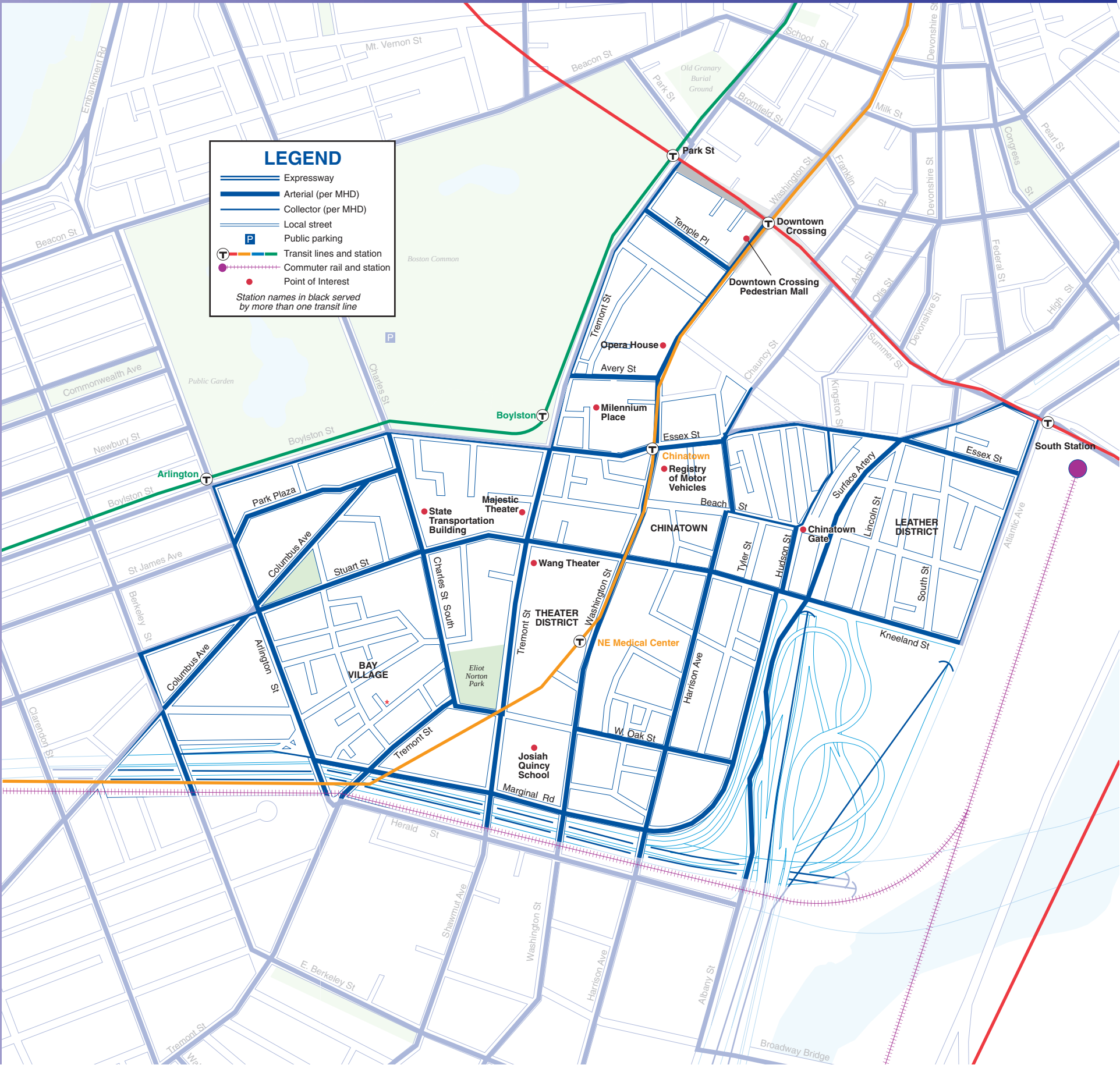
Roadway Volumes in Chinatown/Theater District*

Essex Street	6,000
Boylston Street	7,000
Arlington Street	16,000
Washington Street	2,000
Tremont Street	15,000
Kneeland Street	20,000
Surface Artery	23,000
Marginal Road	4,000
Harrison Avenue	2,000
Lincoln Street	12,000

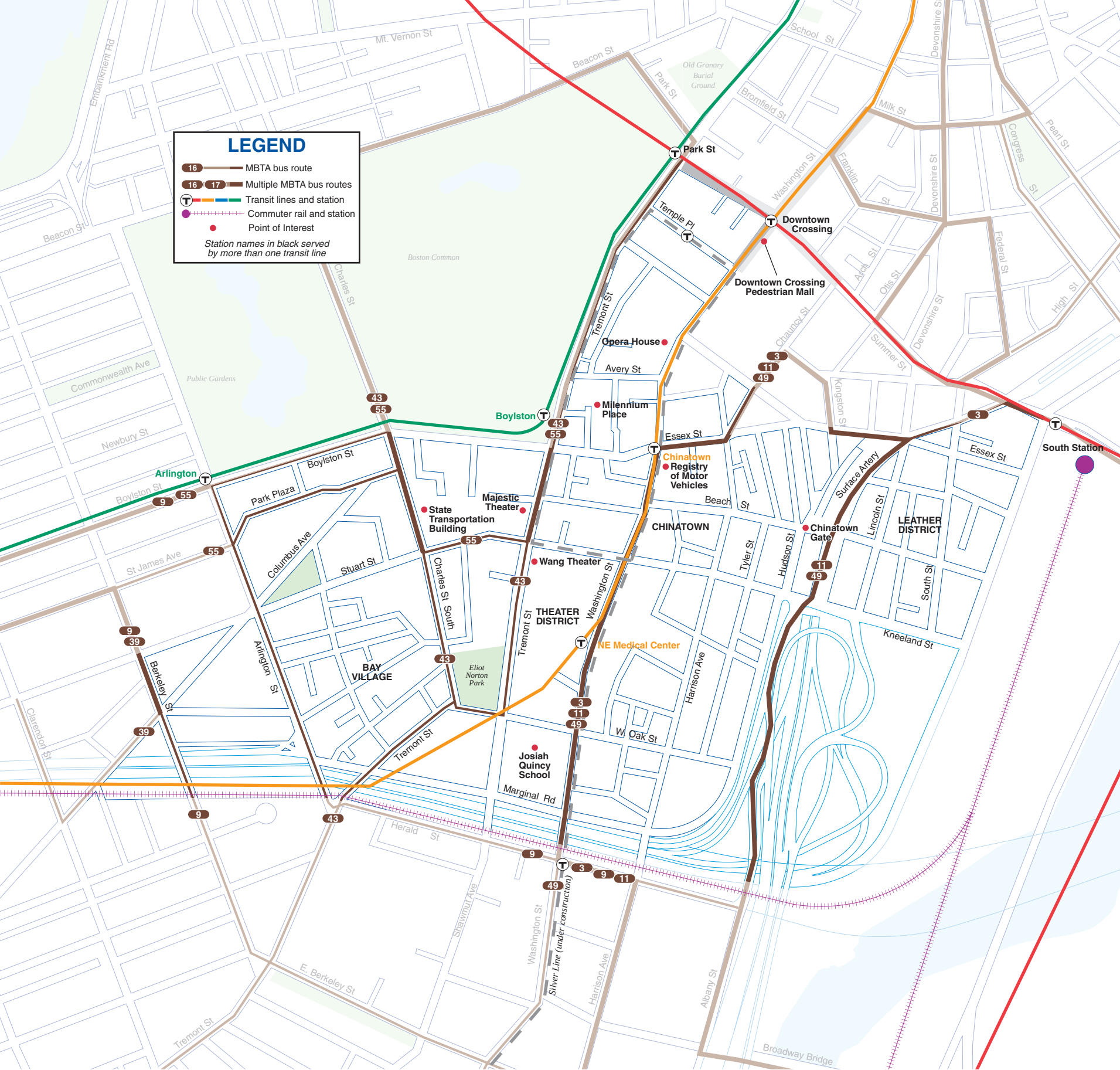
Source: CTPS

*Estimated daily traffic at a representative point

On-street parking in Bay Village, Chinatown and the Leather District is covered by Resident Permit



TRANSIT NETWORK



Parking Programs. There are also many large garages in these districts.

Walking is the dominant mode of travel in these districts, representing 96% of trips within the Chinatown/Theater District area. Walk-to-work trips, for example, account for almost a third of *all* work trips. Conversely, car ownership is amongst the lowest in the city. Transit share to the Chinatown/ Theater District from all parts of the Boston region is well above the City average. The 43% of trips which are not home or work based reflect the attractiveness of this area for all purposes. The theaters, restaurants and attractions present in this neighborhood bring many people to the area outside of typical commuter peak hours. Transit is well utilized, and traffic is often congested at nights and especially on weekends in this busy neighborhood.

Distribution of Trips and Mode Shares in Chinatown/Theater District

	Auto	Transit	Walk
All destinations and purposes	29%	32%	40%
City Average	51%	19%	30%

("walk" mode includes bicycle)

Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
30%	Within Neighborhood	4%	1%	96%
13%	Rest of Core	20%	24%	57%
22%	Rest of Boston	33%	52%	15%
19%	Inner Communities	40%	60%	0%
16%	Outer Communities	64%	36%	0%

Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
9%	Home	33%	20%	47%
48%	Work	23%	46%	31%
43%	Other	35%	18%	47%

The area is served by the Chinatown and New England Medical Center stations on the Orange Line and Arlington and Boylston Stations on the Green Line. Six bus routes also stop in the district. The most heavily used, Route #49, is being replaced by the Silver Line, a bus rapid transit service currently under construction. It will have direct routing to Downtown, new vehicles, and improved stations.

Daily MBTA Use by Station or Route*

Rapid Transit		
Chinatown		4,000
New England Medical Center		6,600
Boylston		5,950
Bus Routes		
3	South Boston Waterfront – Chinatown	350
11	City Point – Downtown	3,700
43	Ruggles-Downtown (Tremont St.)	3,700
49	Dudley-Downtown (Washington St.)	7,600

*Boarding counts only, not including transfers within stations. Source: MBTA and CTPS

BACK BAY / BEACON HILL

ROADWAY SYSTEM

Beacon Hill is a 19th-century downtown Boston residential neighborhood situated directly north of the Boston Common and Public Garden. Deliberately laid out as a residential community, Beacon Hill consists of a dense network of very narrow streets. Due to the careful planning of its founders, the streets of Beacon Hill are relatively free of busy traffic. One of its founders was renowned architect, and State House designer, Charles Bulfinch. The Back Bay neighborhood sits on land reclaimed from water in the mid-nineteenth century. Unlike many other Boston neighborhoods, the Back Bay was laid out in a grid pattern and was based on French urban planning with parks and wide boulevards.

The major shopping streets are Charles Street and Cambridge Street in Beacon Hill and Newbury Street and Boylston Street in Back Bay. The latter is connected to the Prudential Center and Copley Place malls, both of which have large underground parking garages. There are several privately operated garages in Back Bay. The Boston Common Parking Garage is a publicly owned garage with 1,300 spaces. With the highest traffic volumes in the area, Storrow Drive runs along the Charles River on the northern edge of the district. Massachusetts Avenue, which runs from Dorchester to Cambridge and beyond, is a major crosstown route and one of the busiest streets in Boston.

Roadway Volumes in Back Bay/Beacon Hill*

Boylston Street	7,000
Newbury Street	3,000
Massachusetts Avenue	29,000
Commonwealth Avenue	8,000
Beacon Street	9,000
Charles Street	6,000
Huntington Avenue	19,000
Storrow Drive	106,000
Berkeley Street	13,000

Source: CTPS

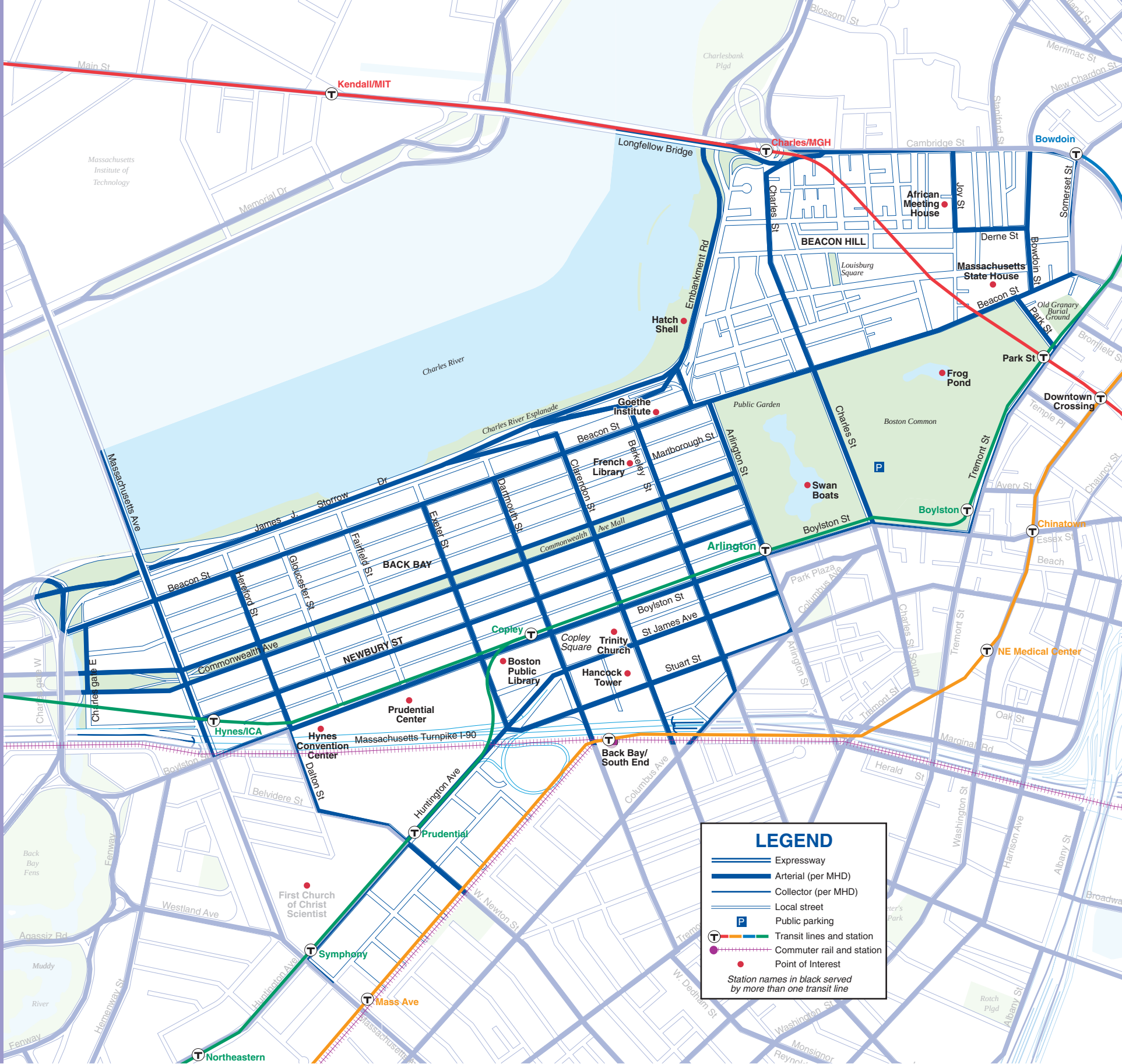
**Estimated daily traffic at a representative point*

The Back Bay and Beacon Hill are each approximately one square mile and within walking distance of many Downtown jobs. The district is the most densely populated part of the City. With an estimated 63,900 jobs and 24,587 residents, Back Bay and Beacon Hill are home to Boston’s tallest buildings and most expensive housing. According to the U.S. Census, the population of Back Bay and Beacon Hill has remained relatively stable since 1980.

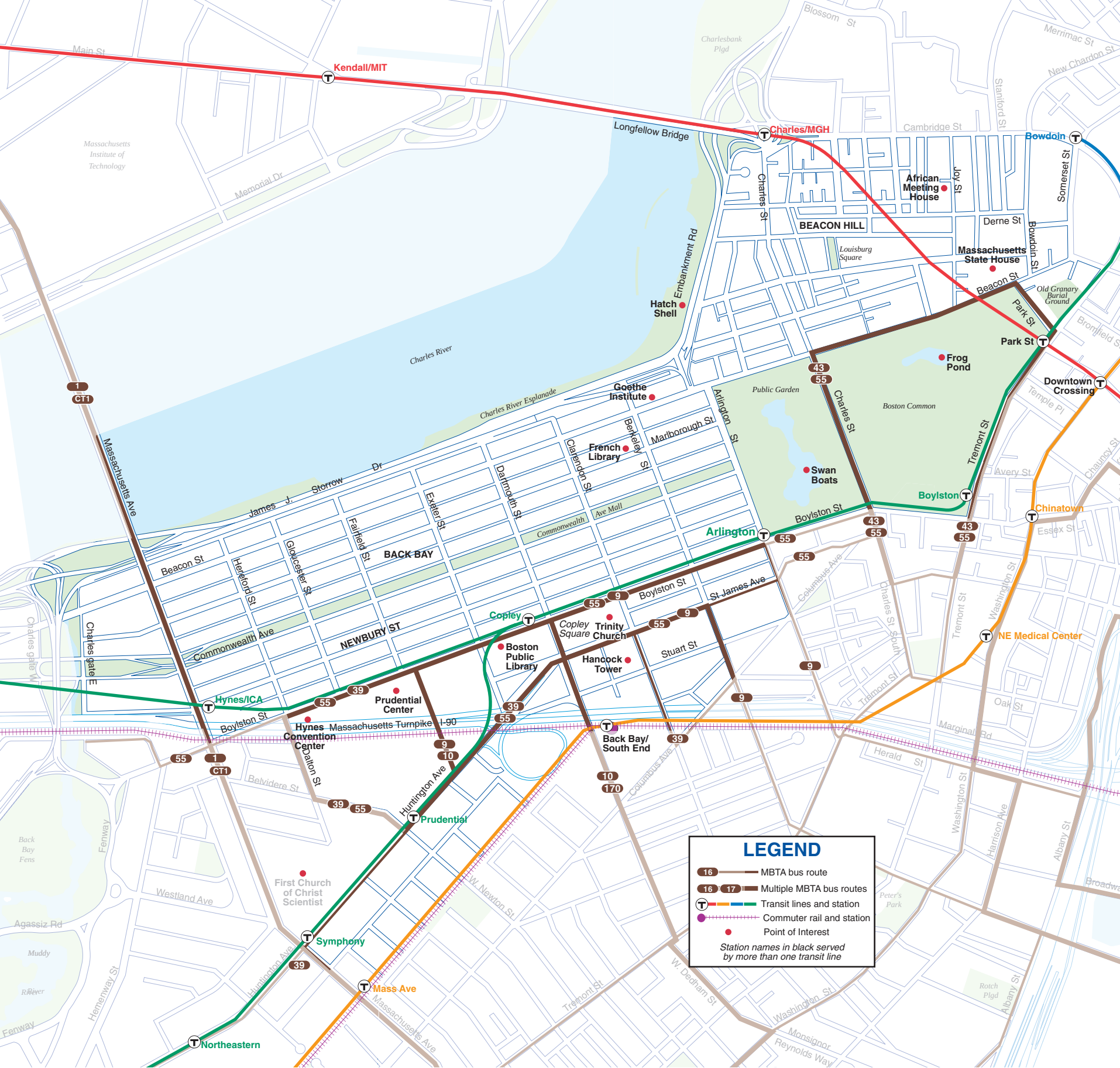
Employment Areas in Back Bay/Beacon Hill

Beacon Hill	3,200
Boylston/Newbury	19,400
Copley Square	18,100
Prudential	9,100
Statehouse offices	11,900
Unassigned	2,200
TOTAL JOBS	63,900

Source: 1996 CTPS site-level employment database



TRANSIT NETWORK



Back Bay/Beacon Hill has one of the lowest automobile mode shares of any city neighborhood. Less than one third of trips are by car, and walking is the most common mode of travel, dominating trips within the district with a nearly 90% share. Transit use is higher than the city average, and even has a respectable share of trips to the suburbs, reflecting the area’s accessibility from the larger region and the high parking costs in this district. Just under half (48%) of Back Bay and Beacon Hill households did not own a car in 1990, and auto registrations have decreased slightly since then.

Distribution of Trips and Mode Shares in Back Bay/Beacon Hill			
	Auto	Transit	Walk
All destinations and purposes	32%	23%	45%
City Average	51%	19%	30%
("walk" mode includes bicycle)			

Geographic Distribution of Trips				
% of Trips	Origin or Destination	Auto	Transit	Walk
43%	Within Neighborhood	8%	3%	89%
10%	Rest of Core	17%	33%	51%
17%	Rest of Boston	48%	46%	6%
18%	Inner Communities	55%	41%	4%
12%	Outer Communities	72%	28%	0%

Activity Distribution of Trips				
% of Trips	Activity in Neighborhood	Auto	Transit	Walk
19%	Home	23%	18%	59%
41%	Work	41%	33%	25%
41%	Other	26%	14%	59%

Commuter Rail, Amtrak and Orange Line service are available at Back Bay station. Back Bay Station is a major intermodal center, and with Amtrak service connects this neighborhood to points well beyond the City, including, New York, Philadelphia, and Washington D.C. Most South Side commuter rail trains stop here as well, discharging passengers for many purposes and supporting the high transit modeshare for trips from the suburbs. The main transit service in the Back Bay is the Green Line central subway, with several stops along Boylston Street. The Red Line stop at Charles/MGH serves Beacon Hill. Route 55 is the primary neighborhood bus route, though its ridership is relatively low compared to other MBTA routes.

Daily MBTA Use by Station or Route*			
Rapid Transit			
Copley	13,800	Hynes	8,600
Charles/MGH	7,700	Arlington	9,000
Back Bay/South End	17,400	Prudential	1,700

Commuter Rail	
Back Bay Station	9,000

Bus Routes	
55 Fenway-Park Street	925

*Boarding counts only. Source: MBTA and CTPS

CHARLESTOWN

Charlestown is a hilly, compact neighborhood just north of Downtown. Originally settled in the early 17th century, it became part of Boston in 1874. It was already a thriving harborside community by Revolutionary times, and was the site of the famed Battle of Bunker Hill. A naval shipyard was established there in the early 1800s, generating a mixture of industrial and port-related activities. World War II brought immigrant workers, sailors and laborers to the area. During the post-war depression, the area began a decline that did not reverse until the urban renewal of the 1970s.

The Navy Yard, a nationally historic landmark, was decommissioned and converted to residential and office space bringing young professionals to the area. The USS Constitution, a still commissioned wood-hulled warship that saw action in the War of 1812, is housed in the Charlestown Navy Yard. Today, Charlestown is thriving with a restored community of both old and new, perpetuating further growth and improvement. The most spectacular improvement is the Leonard Zakim-Bunker Hill Memorial Bridge currently under construction. The new Charles River Basin Parks will also bring enjoyment to residents and visitors. Two expressways, I-93 and Route 1, run along the borders of Charlestown. Rutherford Avenue is a major arterial connecting Route 99 and Mystic Avenue to Downtown. The Gilmore Bridge provides a route to Cambridge, crossing over the MBTA's commuter rail tracks. The Charlestown Bridge is the main route for auto, bicycle, and pedestrian access to Downtown. Pedestrians alone may cross the Charles River Dam.

Roadway Volumes in Charlestown*

Rutherford Avenue	61,000
Main Street	6,000
Bunker Hill Street	3,000
Gilmore Bridge	42,000
Chelsea Street	12,000

Source: CTPS

*Estimated daily traffic at a representative point

Between 1980 and 1990, the population of Charlestown increased 10.1% from 13,364 to 14,781 persons, and then again by 2000 grew 3.2% to 15,195 persons (versus 2.5% for Boston). The business district in Charlestown runs along Main Street. In 1996 there were 11,000 jobs in Charlestown. The Schrafft's Center near Sullivan Square houses several businesses in a former candy factory. Bunker Hill Community College is also a major employer. Charlestown continues to have a working waterfront.

Employment Areas in Charlestown

Old Neighborhood	2,200
Mystic River	3,600
Navy Yard	1,900
Rutherford Avenue	3,300
TOTAL JOBS	11,000

Source: 1996 CTPS site-level employment database

ROADWAY SYSTEM



TRANSIT NETWORK



In 1990, one third of Charlestown households did not have an automobile. Car registrations have increased significantly since then. Charlestown's mode choices are very similar to the citywide average. Three quarters of all trips within Charlestown are on foot, and half of trips to Downtown are by transit. Transit use is also fairly high to the Rest of Boston, and the Inner and Outer Communities.

Distribution of Trips and Mode Shares in Charlestown

	Auto	Transit	Walk
All destinations and purposes	53%	19%	28%
City Average	51%	19%	30%

("walk" mode includes bicycle)

Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
32%	Within Neighborhood	24%	1%	75%
13%	Core Neighborhoods	33%	51%	16%
13%	Rest of Boston	62%	38%	0%
32%	Inner Communities	76%	17%	7%
10%	Outer Communities	85%	15%	0%

Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
41%	Home	46%	19%	35%
27%	Work	67%	23%	10%
31%	Other	50%	15%	35%

There are stops on the Orange Line at both ends of Charlestown, but they are a somewhat lengthy walk for many Charlestown residents. They tend to serve the employment areas and perhaps account for the relatively high, 23%, transit share for work trips in Charlestown. Bus routes 92 and 93 provide service to the residential and small business communities along Main Street and Bunker Hill Street, and connect them directly to downtown Boston. Cross-town bus service from Sullivan Square includes the 86 to Harvard Square and Cleveland Circle and the CT2 to Kendall Square and the Longwood Medical Area. There are eight other routes which head to points north and west from Sullivan Square Station.

Daily MBTA Use by Station or Route*

Rapid Transit		
Sullivan Square		8,650
Community College		3,650
Bus Routes from Sullivan Square (via)		
89	Clarendon Hill (B'way, Somerville Ave)	3,650
91	Central Sq. (Washington St.)	1,970
92	Downtown Crossing (Main St.)	1,500
93	Downtown Crossing (Bunker Hill St.)	4,650
95	West Medford (Mystic Ave.)	1,700
101	Malden Station (B'way, Somerville Ave.)	4,200
104	Malden Station (Route 99)	3,300
109	Linden Square (Route 99)	2,700
CT2	Ruggles Station (B.U. Bridge)	1,200

*Boarding counts only. Source: MBTA and CTPS

EAST BOSTON

East Boston is located to the northeast of Downtown across Boston Harbor. Although very close to Downtown, it is linked to it only by tunnel and ferryboat. East Boston has long been at the forefront of transportation in Boston, New England, and the world. Once home to well known ship-builders Donald McKay and Samuel Hall, East Boston was the major site for the construction of clipper ships in the mid-19th century. These ships were used for trade and their speedy travel provided greater opportunities for worldwide commerce.

In 1905, a subway tunnel to downtown opened, and was one of the earliest rail tunnels anywhere to be built beneath water. Today, Logan Airport occupies a significant portion of land in East Boston bringing cars, noise and jobs to East Boston. Its proximity to the Downtown core is uncommon for airports nationwide, and this continues to be a boon and a burden for East Boston and the rest of the city.

Route 1A is a limited-access expressway running through the center of the neighborhood, connecting the Callahan and Sumner Tunnels, the Airport, and the North Shore. Meridian and Chelsea Streets are the only links across the Chelsea Creek. Saratoga Street is the only link to Winthrop to the east and Bennington Street is a major link to Revere.

Roadway Volumes in East Boston*

Sumner/Callahan Tunnels	82,000
Ted Williams Tunnel	32,000
Route 1A	60,000
Chelsea Street Bridge	18,000
Chelsea Street	4,000
Bennington Street	17,000
Meridian Street	15,000
Saratoga Street	5,000

Source: CTPS

*Estimated daily traffic at a representative point

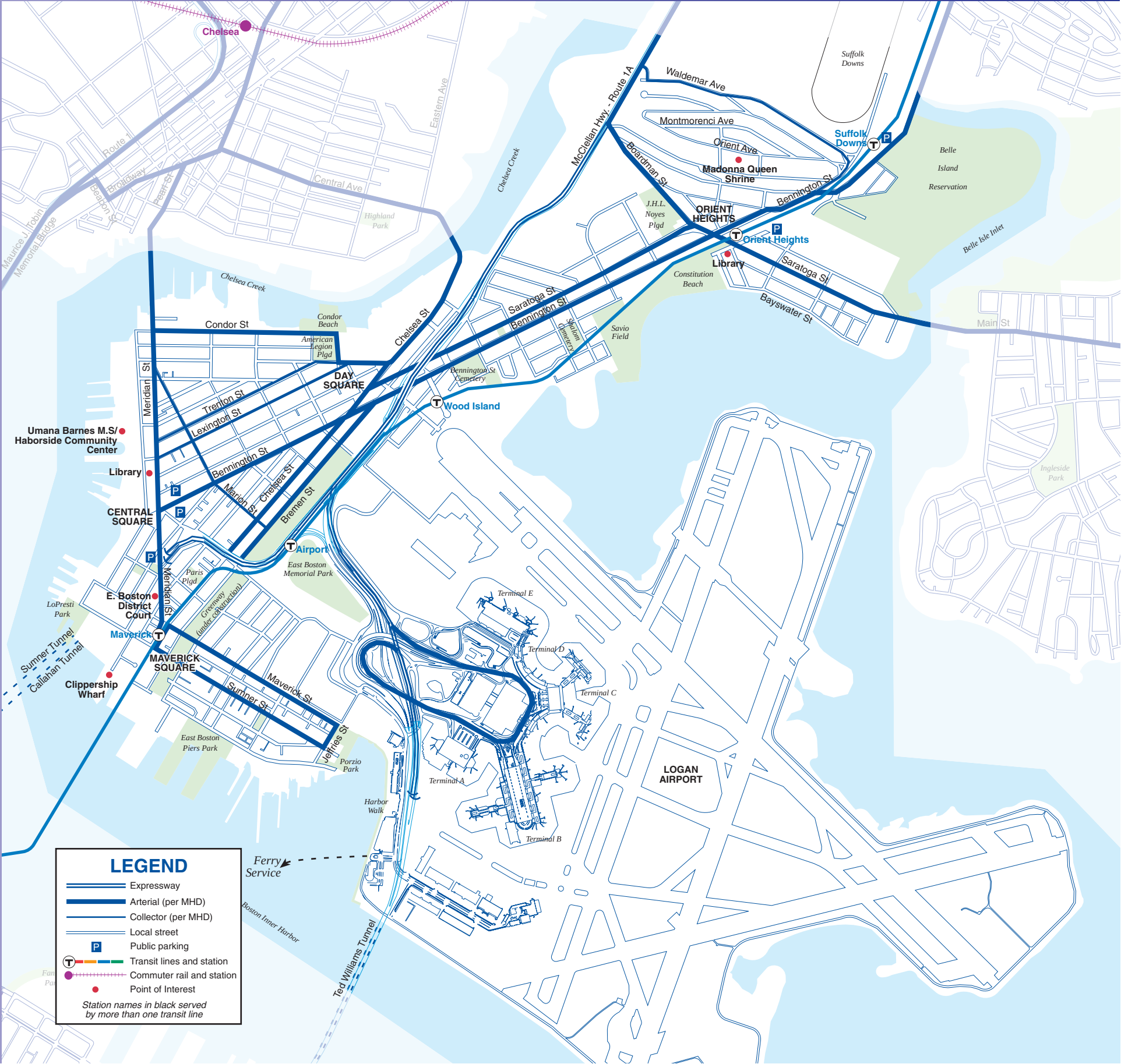
Once a major shipping port of call, East Boston was always an early entry point for immigrants into Boston and beyond. These waves of immigration have left their mark in East Boston and its distinctive neighborhoods and strong heritage remain a stabilizing factor even today. The Census counted 38,413 people in East Boston in 2000, a 17% increase over 1990, making Eastie the fastest growing neighborhood in the city in the 1990s. The major business districts are along Meridian Street and Bennington Street, though Logan Airport is clearly the largest employment generator in East Boston.

Employment Areas in East Boston

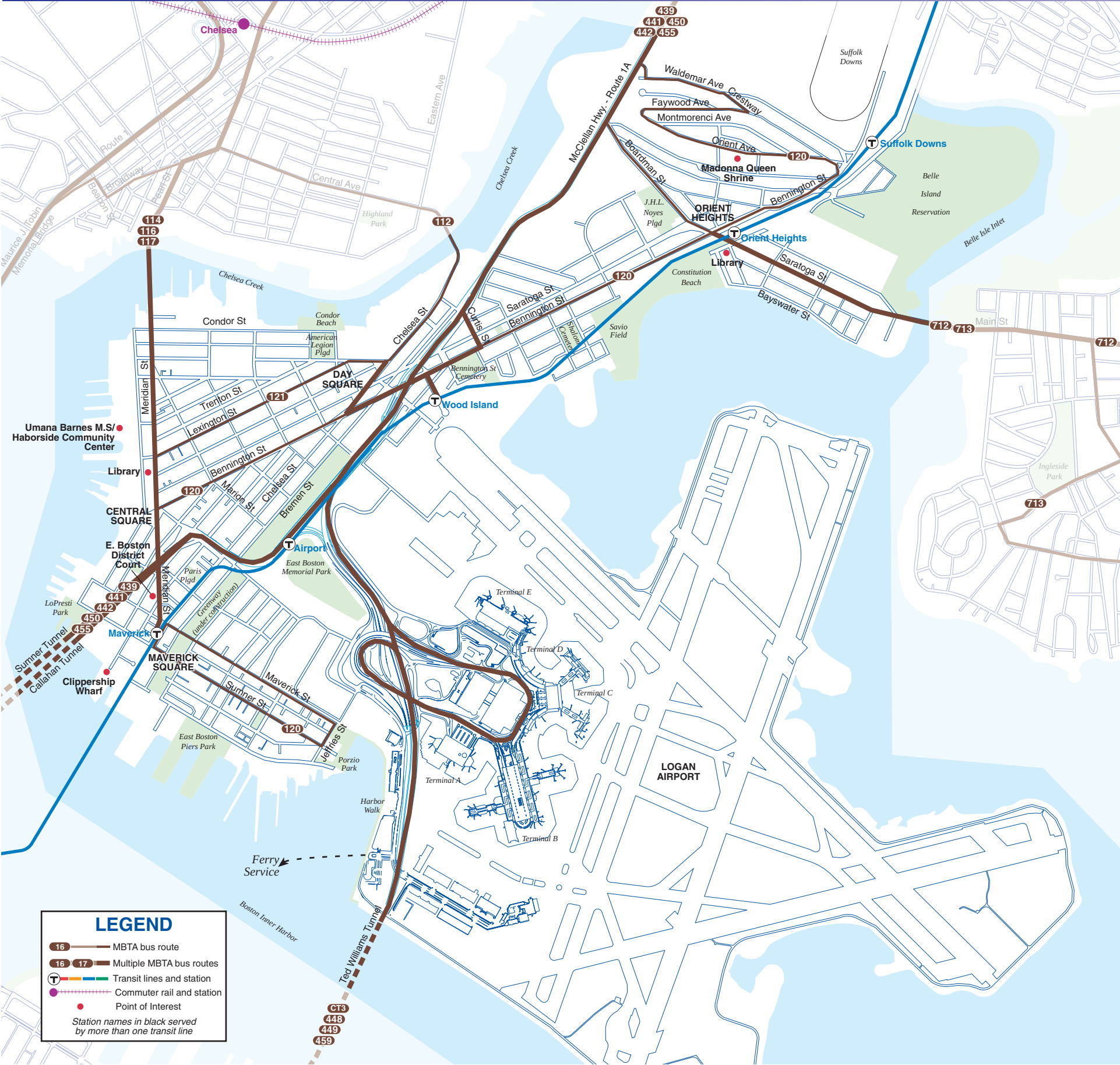
Maverick/Central Squares	2,100
Day Square/Bennington	900
Chelsea Creek	1,800
Harborfront	1,200
Logan Airport	16,400
Orient Heights/Suffolk Downs	1,300
Other	600
TOTAL JOBS	24,300

Source: 1996 CTPS site-level employment database

ROADWAY SYSTEM



TRANSIT NETWORK



In 1990, 42% of East Boston households did not own a motor vehicle. Walking or bicycling accounts for 70% of trips within the neighborhood, but none of the trips headed elsewhere. More than 70% of trips headed for the downtown core were by transit, the highest percentage of any Boston neighborhood. The delays and cost of using the tunnels help explain this very high transit mode share. Trips completely within East Boston account for more than half the total trips, but 26% of trips are to the Inner Communities, with 88% of these as auto trips.

Distribution of Trips and Mode Shares in East Boston (not including Logan Airport)

	Auto	Transit	Walk
All destinations and purposes	52%	13%	35%
City Average	51%	19%	30%

("walk" mode includes bicycle)

Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
51%	Within Neighborhood	26%	4%	70%
7%	Core Neighborhoods	29%	71%	0%
10%	Rest of Boston	77%	23%	0%
26%	Inner Communities	88%	12%	0%
5%	Outer Communities	97%	3%	0%

Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
50%	Home	54%	17%	29%
12%	Work	74%	21%	5%
38%	Other	42%	6%	53%

The MBTA's Blue Line runs through East Boston making five stops. The Blue Line is heavily used, especially during peak commuter times, and provides a quick, frequent connection from East Boston to Downtown and the rest of the MBTA network. Six bus routes run through the neighborhood and feed the Blue Line at Maverick and Wood Island Stations. These routes also connect East Boston to the neighboring towns of Chelsea, Revere and Winthrop.

Daily MBTA Use by Station or Route*

Rapid Transit		
Maverick	8,800	
Airport	4,550	
Wood Island	2,250	
Orient Heights	3,700	
Suffolk Downs	1,025	
Bus Routes (via)		
112	Wellington-Wood Island (Chelsea)	1,350
114	Bellingham-Maverick (Meridian)	1,200
116	Wonderland-Maverick (Meridian)	4,700
117	Wonderland-Maverick (Meridian)	4,300
120	Orient Heights-Maverick (Bennington)	2,900
121	Wood Island-Maverick (Lexington)	325
712	Winthrop-Orient Heights (Saratoga)	1,250
713	Winthrop-Orient Heights (Saratoga)	1,050

*Boarding counts only. Source: MBTA and CTPS

ALLSTON / BRIGHTON

Allston/Brighton is connected to the rest of the City by a narrow strip of land between Commonwealth Avenue and the Charles River. Surrounded by Newton, Watertown, Cambridge, and Brookline, Brighton was a separate town until its absorption into Boston in the 19th century. Development of streetcar lines along Brighton and Commonwealth Avenues encouraged residential development. Access to the Boston and Albany Railroad and Charles River spurred the development of industrial uses. Today the area has one of the highest concentrations of industrial jobs in Boston.

The Massachusetts Turnpike bisects the neighborhood and limits the number of crossing points. The Paul Dudley White Bicycle Path is located along the Charles River. A small number of crossings over Soldiers Field Road provide access to this well-used path. There are a number of significant roads in Allston/Brighton that carry high volumes of local and regional traffic.

Roadway Volumes in Allston/Brighton*

Commonwealth Ave.	23,000
Brighton Ave.	21,000
Harvard Ave.	18,000
Western Ave.	8,000
Washington St.	7,000
Cambridge St.	35,000
Market St.	19,000
N. Beacon St.	26,000
Storrow Drive	79,000
Soldiers Field Road	26,000

Source: CTPS

*Estimated daily traffic at a representative point

The 2000 Census recorded 69,648 residents of the neighborhood, a 1% decrease compared to 1990. Nevertheless, Allston/Brighton remains one of Boston's most populous neighborhoods. The major business districts are located along Harvard Street and Brighton Avenue in Allston and Washington Street in Brighton Center. The Allston Landing and Lower Market Street areas house several large employers, including the corporate headquarters for both Genzyme and New Balance.

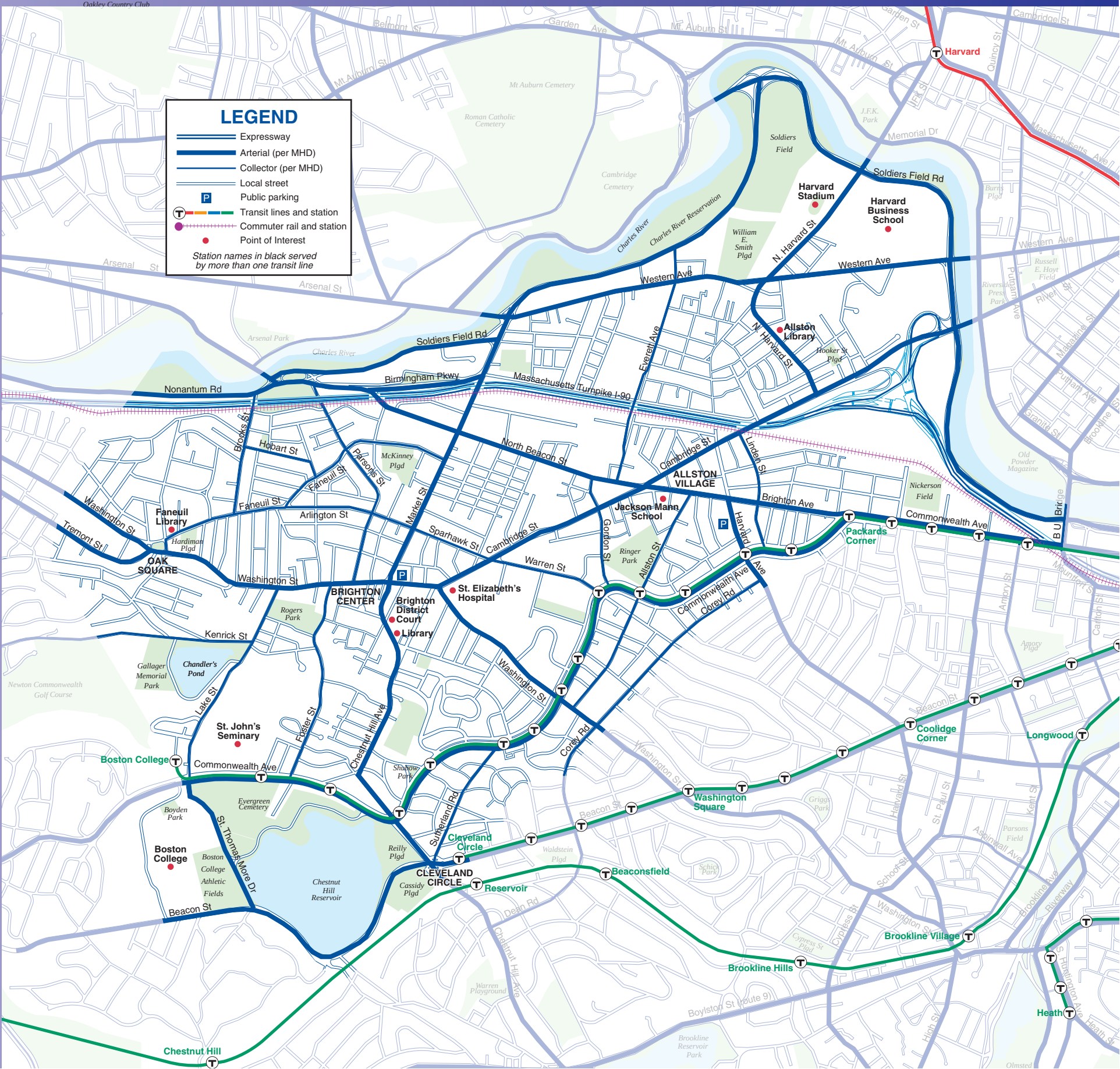
Employment Areas in Allston/Brighton

BU/Commonwealth Ave.	1,600
Allston Landing/Harvard	6,100
Allston Village	5,500
Lower Market Street	8,000
Brighton Center	750
St. Elizabeth's Area	5,400
Upper Commonwealth Ave.	1,000
Greater Oak Square	1,300
Boston College/Cleveland Circle	2,100
TOTAL JOBS	31,750

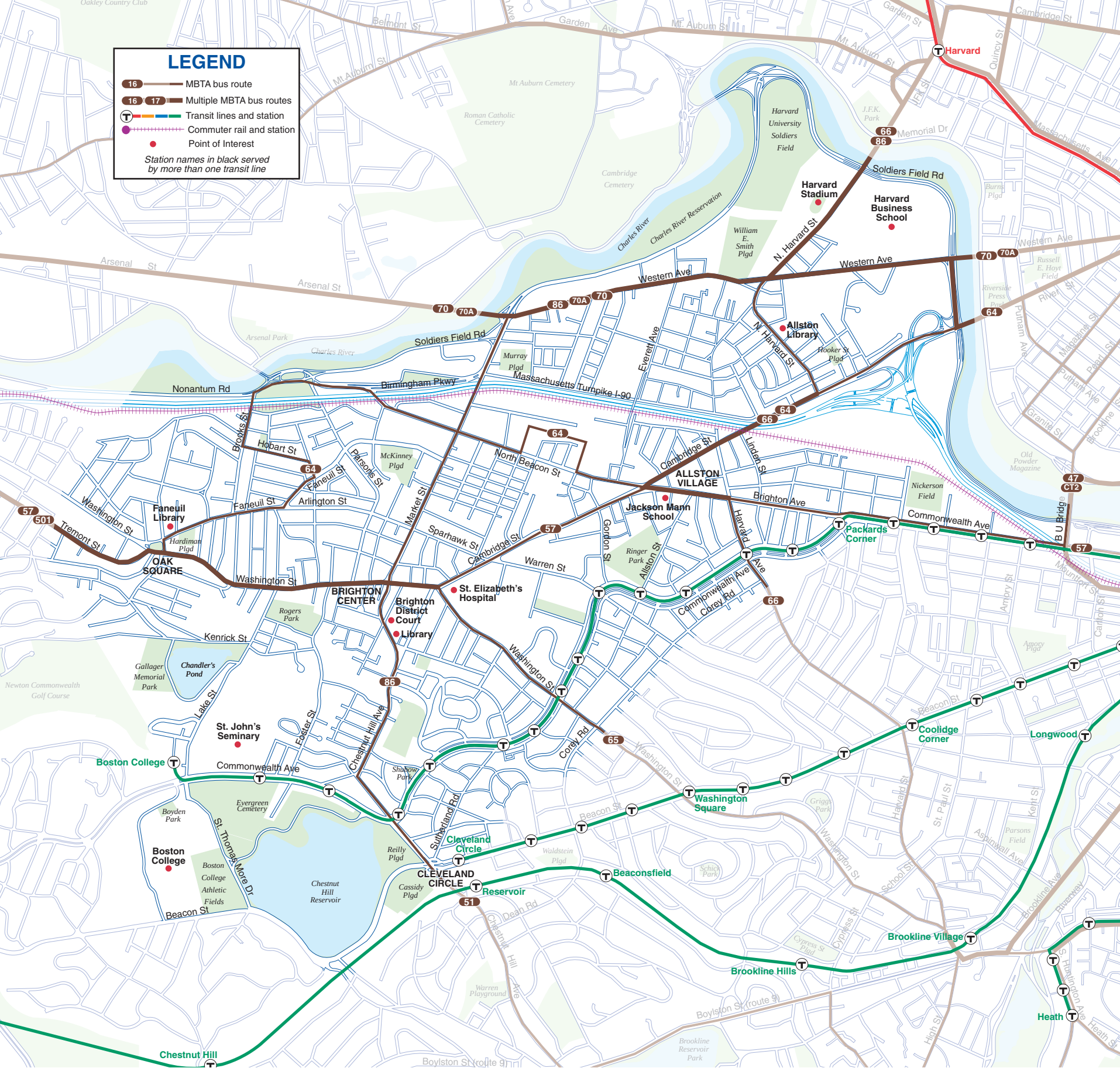
Source: 1996 CTPS site-level employment database

Allston/Brighton has a more extensive residential permit parking program than any other Boston neighborhood. In 1990, one-third of neighborhood households did not own a motor vehicle, and 23% owned two or more motor vehicles. Between 1991

ROADWAY SYSTEM



TRANSIT NETWORK



and 1999, automobile registrations increased 9% in Allston/Brighton. There are 102 spaces in municipal lots in the neighborhood.

As in other city neighborhoods, walking is the predominant mode of choice for trips within the district, transit for trips downtown, and automobiles for trips elsewhere. Despite the Green Line and extensive bus service, the transit share, 13% of trips, is lower than the citywide average.

Distribution of Trips and Mode Shares in Allston/Brighton				
	Auto	Transit	Walk	
All destinations and purposes	60%	13%	26%	
City Average	51%	19%	30%	
("walk" mode includes bicycle)				

Geographic Distribution of Trips				
% of Trips	Origin or Destination	Auto	Transit	Walk
34%	Within Neighborhood	29%	2%	69%
7%	Core Neighborhoods	38%	62%	0%
19%	Rest of Boston	68%	25%	7%
31%	Inner Communities	83%	11%	6%
9%	Outer Communities	97%	3%	0%

Activity Distribution of Trips				
% of Trips	Activity in Neighborhood	Auto	Transit	Walk
48%	Home	57%	19%	24%
18%	Work	72%	11%	17%
34%	Other	59%	6%	35%

Allston/Brighton is served by two major MBTA transit routes. Route 57, with nearly 9,000 riders per day, meets the Green Line at Kenmore station and follows Brighton Avenue, Cambridge Street, and Washington Street to Watertown Square. The B-branch of the Green line runs along Commonwealth Avenue in a median reservation to Boston College. With more than 30,000 daily riders, it is the most heavily used surface route in the system. Route 66 provides crosstown service from Dudley to Harvard, running along North Harvard Street and Harvard Avenue. With 10,700 riders per day, it is one of the most heavily used MBTA bus routes. Route 501 provides express service from Brighton Center to downtown Boston via the Massachusetts Turnpike.

Daily MBTA Use by Station or Route*		
Streetcar		
Green Line B-Branch surface boardings		30,600
Bus Routes (via)		
57	Watertown Sq.-Kenmore	8,900
64	Oak Sq. - Central Sq.	1,600
65	Brighton Center - Kenmore	1,700
66	Harvard Sq. - Dudley Sq. (Harvard)	10,700
70	Waltham- Cambridge (Western)	5,050
70A	Waltham- Cambridge (Western)	1,800
86	Sullivan - Cleveland Circle	4,750
501	Brighton Center - Downtown (MassPike)	2,250

*Boarding counts only. Source: MBTA and CTPS

FENWAY / LONGWOOD MEDICAL AREA

ROADWAY SYSTEM

The Fenway area was a tidal swamp and mud flat until about a century ago when the City decided to fill the area to address sanitary concerns and the need for more land. Frederick Law Olmstead, Sr. solved the drainage problem by creating the park system known as the Emerald Necklace. Park and streetcar development stimulated the growth of distinct neighborhoods. Kenmore Square developed with fine hotels, shops and offices. Audubon Circle had large apartment buildings along the streetcar line. West and East Fenway were a mix of industrial and commercial uses and brownstone residences.

Fenway Park, home of the Boston Red Sox, opened in 1912. Bounded by the Fenway, Riverway and Huntington Avenue, the Longwood Medical Area (LMA) became an internationally prominent medical and academic area. Notable facilities include Harvard Medical School, Children's Hospital and Joslin Diabetes Center, and the area is also home to several colleges.

The Fenway has many high-volume roadways. Boylston Street connects the Riverway to Storrow Drive. Brookline Avenue runs through the center of the Longwood Medical Area, connecting Brookline Village to Kenmore Square. Huntington Avenue borders the eastern edge of the district. The Riverway, Fenway and Park Drive are Parkways that hug the Emerald Necklace.

Roadway Volumes in Fenway/LMA*

Brookline Avenue	23,000
Boylston Street	42,000
Commonwealth Avenue	20,000
Huntington Avenue	19,000
Longwood Avenue	11,000
Beacon Street	19,000
The Fenway	16,000
Park Drive	3,000
Hemenway Street	5,000

Source: CTPS

*Estimated daily traffic at a representative point

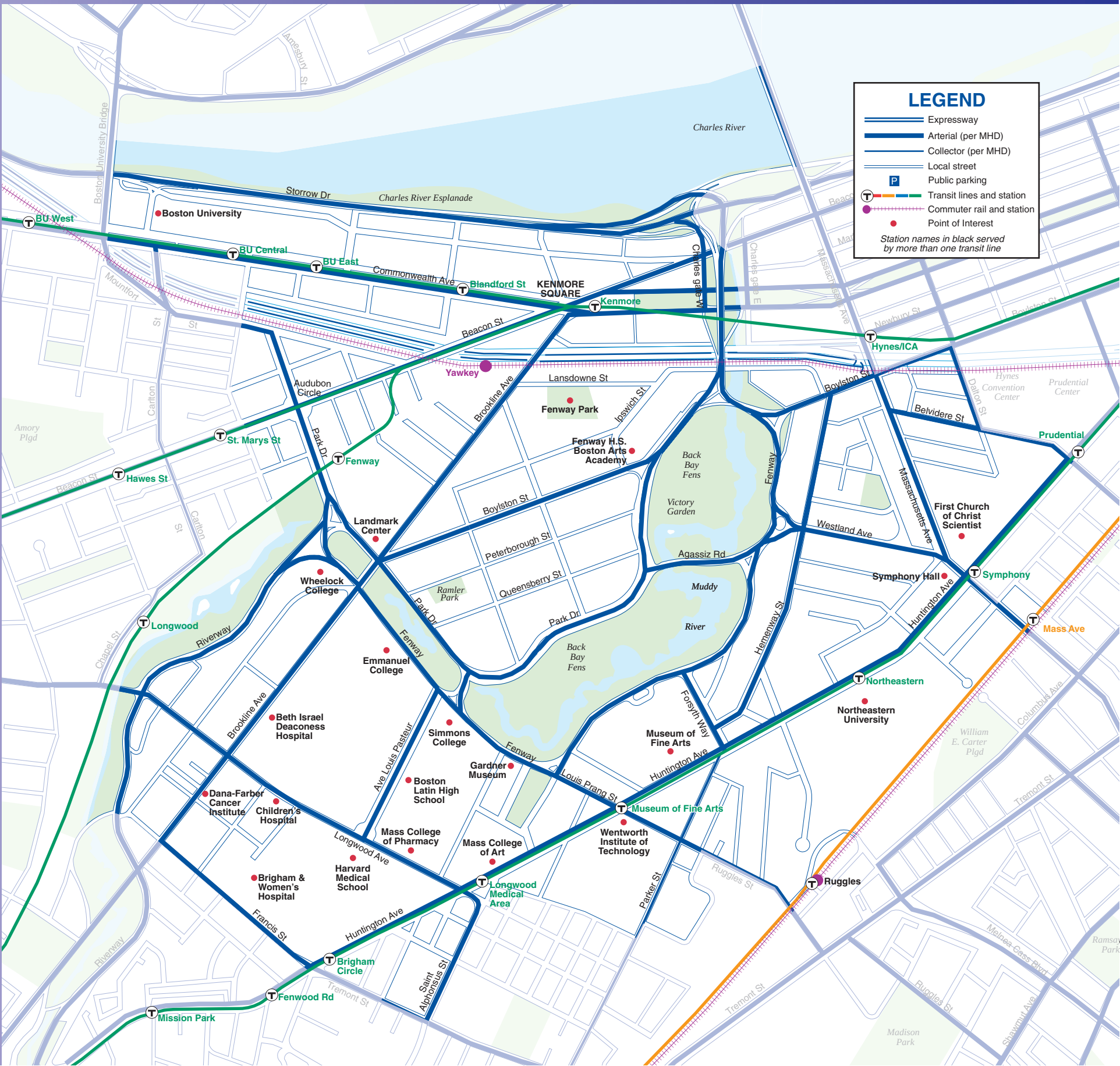
The 2000 census recorded 35,773 people living in the area, up 2% over 1990. In 1996 there were 52,600 jobs in this area, the majority located in the Longwood Medical Area. With employment at 27,200 and growing, the LMA has the largest concentration of jobs in Boston outside of the central business district. Boston University and the area around Kenmore Square also have a significant concentration of employment.

Employment Areas in Fenway/LMA

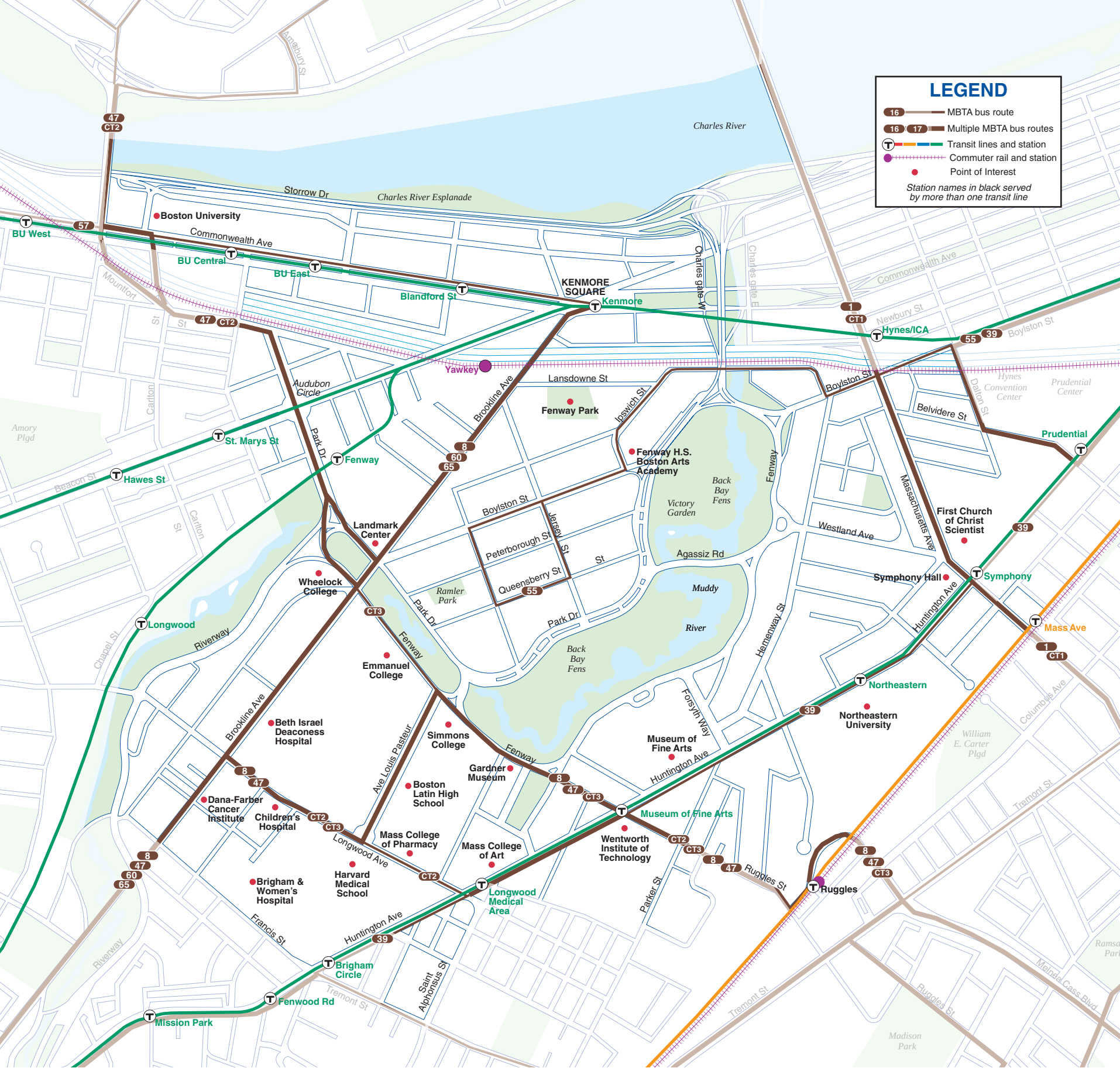
BU/Kenmore Square	9,400
East Fenway	11,100
Longwood Medical Area	27,200
West Fenway	4,800
TOTAL JOBS	52,600

Source: 1996 CTPS site-level employment database

In 1990, 61% of Fenway households did not own a motor vehicle. The vast majority of the trips completely within the district are walk trips, as are one



TRANSIT NETWORK



quarter of trips to the Downtown core. Despite indirect access to public transportation for much of the district, a significant number of trips from both the Inner and Outer Communities are still on public transportation. The hospitals, Fenway Park, universities, museums and other regional attractions abundant in this neighborhood also contribute to the high, 45%, percentage of Fenway/LMA trips which are not home or work based.

Distribution of Trips and Mode Shares in Fenway/Longwood Medical Area

	Auto	Transit	Walk
All destinations and purposes	37%	21%	42%
City Average	51%	19%	30%

(“walk” mode includes bicycle)

Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
43%	Within Neighborhood	10%	3%	87%
8%	Core Neighborhoods	27%	49%	24%
20%	Rest of Boston	52%	40%	8%
18%	Inner Communities	63%	33%	4%
10%	Outer Communities	78%	22%	0%

Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
21%	Home	27%	19%	54%
35%	Work	50%	28%	22%
45%	Other	31%	17%	52%

Transit is a popular form of transportation for residents, reflecting the area’s low automobile ownership rate. All of the branches of the Green Line stop in this area. The 57 bus, formerly the A branch of the Green Line, heads west from Kenmore along Commonwealth and Brighton Avenues. Bus route 39 serves as a continuation of the Green Line E branch to Forest Hills. Route 55 serves the Fenway neighborhood and is one of the few bus routes in the area to go directly to Downtown. Route 47, and the crosstown CT-2, and CT-3 routes serve the Longwood Medical Area.

Daily MBTA Use by Station or Route*

Rapid Transit			
Kenmore	7,600	Fenway	1,800
Ruggles	8,400	Symphony	1,500
Streetcar			
Green Line E-Branch surface boardings			11,150
Bus Routes (via)			
8	Kenmore Station – UMass		5,270
39	Forest Hills–Back Bay (Centre/South)		17,400
47	Broadway Station - Cambridge		3,625
55	Fenway – Park Street		900
57	Kenmore Station – Watertown Sq.		8,850
60	Kenmore Station – Chestnut Hill		1,600
65	Kenmore Station – Brighton Center		1,700
CT-2	Ruggles Station – Sullivan Square		1,200
CT-3	Longwood – Andrew Station		1,100

*Boarding counts only. Source: MBTA and CTPS

SOUTH END

The South End was created by the City of Boston in the first half of the nineteenth century out of filled land adjacent to Washington Street, which was historically the only dry land connecting the Boston peninsula to Roxbury. Unlike older Boston neighborhoods, the South End streets follow a grid pattern. The housing stock is primarily 19th century townhouses, and the South End today is the largest intact Victorian row house district in the country. Mixed within this neighborhood are also public housing developments in more dense units built between the end of World War II and the 1970s. Washington Street and the industrial/warehouse district to its east are today experiencing significant rehabilitation and new construction on formerly vacant or underutilized lots.

Bordered to the north by the Massachusetts Turnpike, the east by the Southeast Expressway, the west by the Southwest Corridor rail lines, and the south by Melnea Cass Boulevard, the South End is ringed by substantial transportation infrastructure. Thus, with its proximity to the regional highway system and the high employment area of the downtown core, the wide boulevards of the South End see a fairly high level of daily traffic.

Roadway Volumes in the South End*

Massachusetts Avenue	32,000
Tremont Street	6,000
Columbus Avenue	11,000
Albany Street	6,000
Washington Street	5,000
East Berkeley Street	11,000

Source: CTPS

*Estimated daily traffic at a representative point

The major shopping streets in the South End are Tremont Street and Columbus Avenue, with commercial uses along Washington Street and Massachusetts Avenue. The Boston Medical Center, located in the southeast corner of the South End, is one of Boston’s major hospitals and the largest employer in the neighborhood.

Employment Areas in the South End

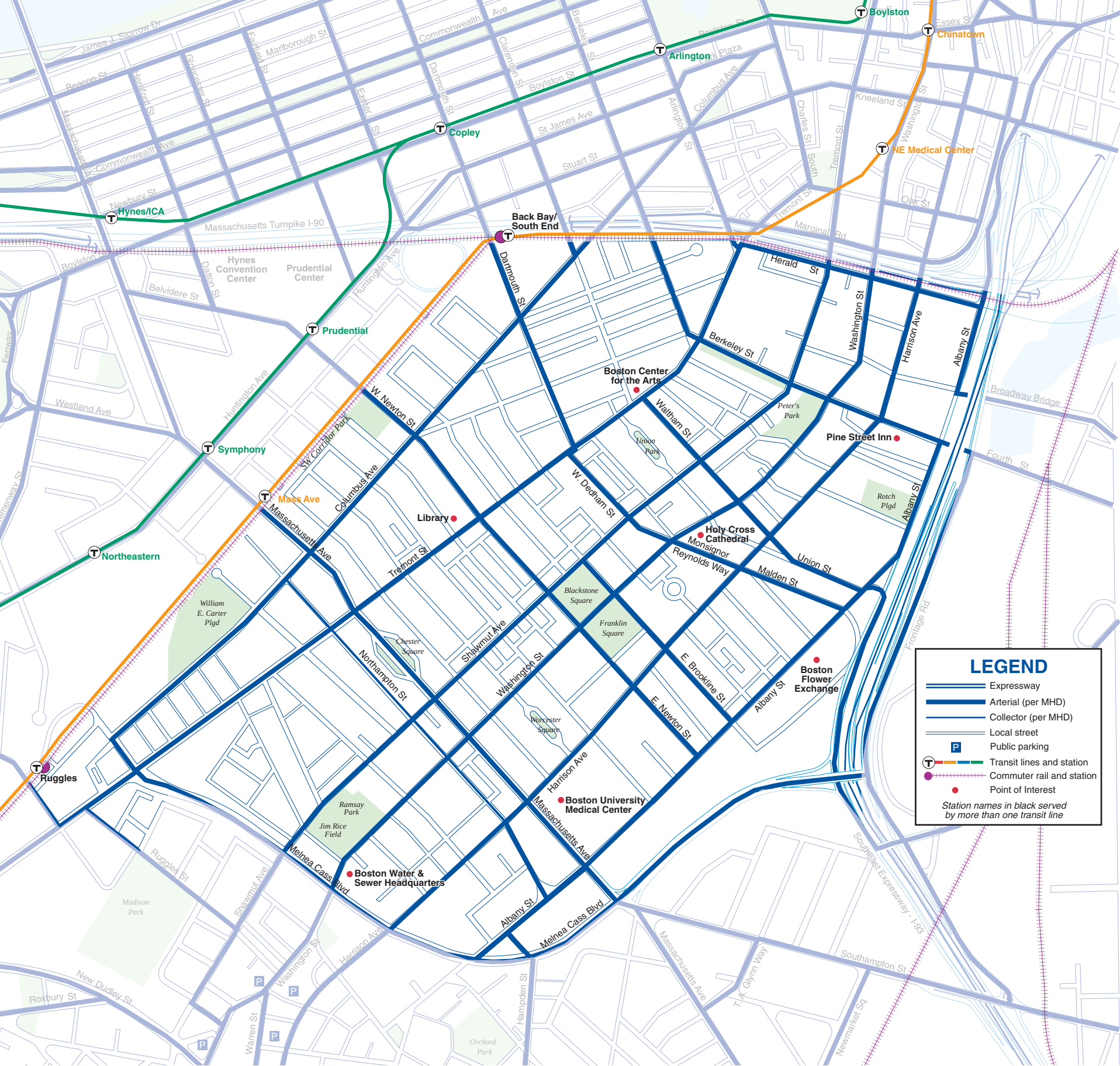
Back Bay/South End Station	1,800
Boston Medical Center	9,500
Columbus/Tremont	2,300
Herald/Harrison	3,600

TOTAL JOBS 17,200

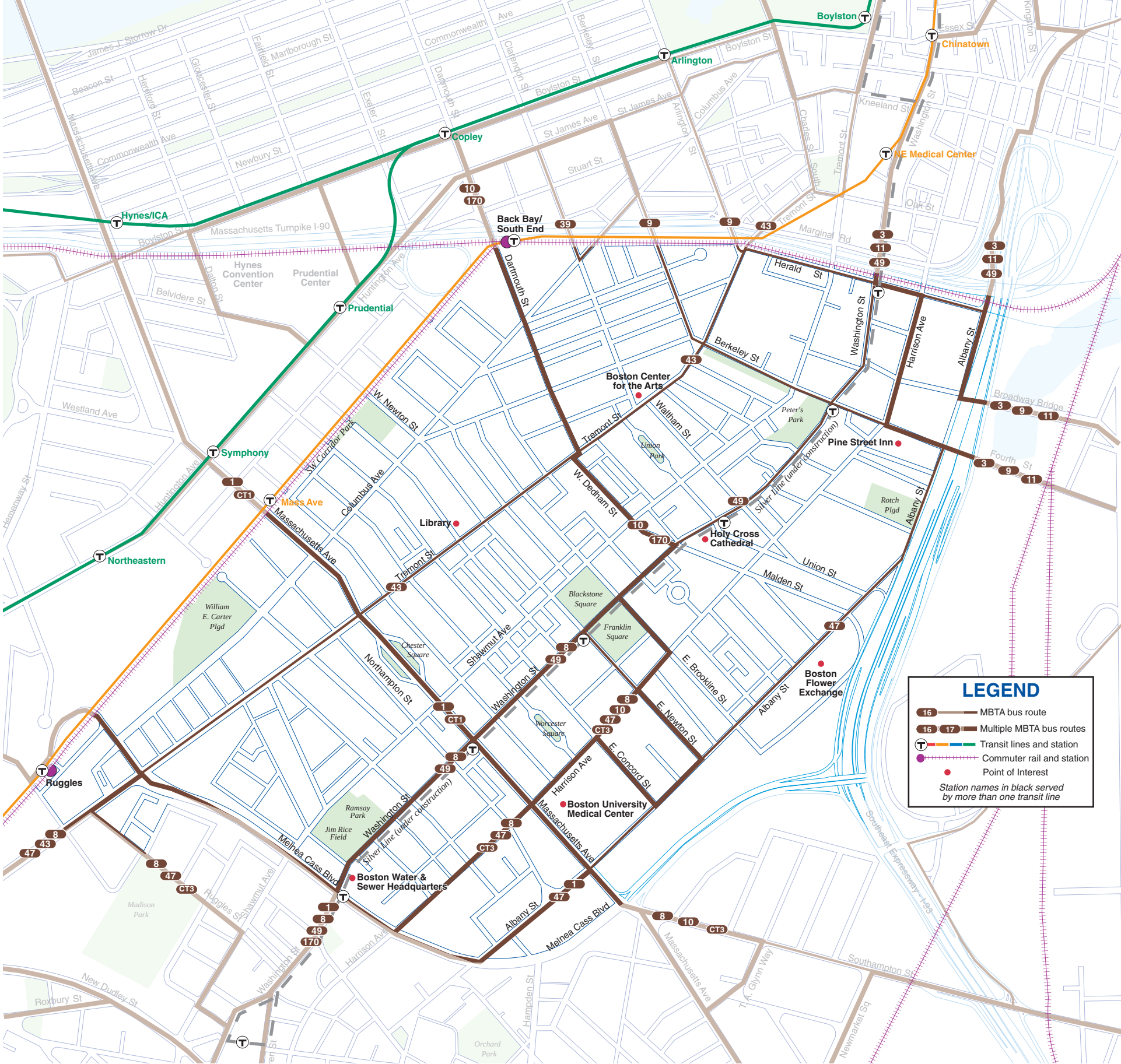
Source: 1996 CTPS site-level employment database

The 2000 Census counted 28,239 South End inhabitants, a 2% decrease compared to 1990. The neighborhood is one of the most densely populated in Boston, and only 5% of housing units are single family dwellings. One half of the households in 1990 did not own a motor vehicle and only 9% had two or more autos. However, car ownership in the South End has risen significantly since that time. A recent BTD survey showed that 21% of South End households requesting parking stickers were doing so for multiple vehicles. Most on-street parking in the South End is covered by the Resident Permit

ROADWAY SYSTEM



TRANSIT NETWORK



Parking Program and off street parking is minimal and expensive in this neighborhood. There are no off-street municipal parking lots in the South End.

Walking trips account for more than one third of all trips, and almost one quarter trips to the core neighborhoods. It is interesting to note that the South End has a high share of transit trips from the Rest of Boston as well as from other communities.

Distribution of Trips and Mode Shares in South End				
	Auto	Transit	Walk	
All destinations and purposes	46%	19%	35%	
City Average	51%	19%	30%	
("walk" mode includes bicycle)				

Geographic Distribution of Trips				
% of Trips	Origin or Destination	Auto	Transit	Walk
40%	Within Neighborhood	19%	6%	76%
9%	Core Neighborhoods	33%	44%	23%
25%	Rest of Boston	63%	29%	8%
17%	Inner Communities	72%	28%	0%
9%	Outer Communities	84%	16%	0%

Activity Distribution of Trips				
% of Trips	Activity in Neighborhood	Auto	Transit	Walk
44%	Home	43%	18%	39%
23%	Work	51%	29%	20%
33%	Other	47%	15%	38%

The western portion of the South End is served by the Orange Line, which stops at Mass Ave and Back Bay/South End stations. MBTA route 43 runs along Tremont Street to the State House. Route 49 runs along Washington Street, where the Orange Line once ran on elevated tracks before its relocation to the Southwest Corridor. This street is currently under construction and will provide wider sidewalks, a reserved transit lane, transit stations, and improved street lighting and street furniture. Once construction is complete the MBTA will begin its new Silver Line service along the route, which will provide a more direct, quicker connection from Dudley Square to Downtown Crossing. The Boston Medical Center is served by bus routes 47 and CT-1 to Central Square, and CT-3 to Logan Airport. Routes 1 and CT-1 provide cross-town service along Massachusetts Avenue.

Daily MBTA Use by Station or Route*		
Rapid Transit		Commuter Rail
Back Bay/South End	17,400	Back Bay 9,000
Mass Ave	5,300	
Bus Routes		
1	Harvard-Dudley Square (Mass Ave)	12,600
43	Ruggles-Downtown (Tremont)	3,700
49	Dudley-Downtown (Washington)	7,600
CT-1	Boston Medical Center – Cambridge	2,200
CT-3	Longwood to Andrew Sta. or Airport	1,300

*Boarding counts only. Source: MBTA and CTPS

SOUTH BOSTON

Historically, South Boston was a peninsula separated by a bay from Boston. In the 20th century, the bay was filled and the piers were extended in what is now the South Boston Waterfront. South Boston today includes two distinct areas: a 19th century residential district and a 20th century industrial area dominated by transportation uses. The South Boston Waterfront industrial area is in an historic time of growth. A Federal Courthouse, the Seaport Hotel, and several other projects were recently built. Boston's new Convention and Exhibition Center is under construction. The Central Artery/Tunnel will extend I-90 from its current terminus south of downtown Boston beneath South Boston to Logan Airport. The MBTA is constructing the "Silver Line", a bus-only tunnel to connect South Station to the World Trade Center. The line will also provide service to Logan Airport via the Ted Williams Tunnel.

The Fort Point Channel separates the South Boston Waterfront from Downtown. Bridges over Summer Street, Congress Street, and New Northern Avenue provide access for vehicular traffic. The old Northern Avenue Bridge is now closed to motor vehicles but provides convenient access to the Fan Pier Courthouse for large volumes of pedestrian traffic. Day Boulevard, on the southern edge of the neighborhood, is an MDC roadway which connects Morrissey Boulevard and Columbia Road to Castle Island, a popular recreational spot.

Roadway Volumes in South Boston*

East Broadway	3,000
Dorchester Avenue	34,000
Summer Street	24,000
D Street	4,000
Northern Avenue	9,000
Day Boulevard	5,000
First Street	3,000
Old Colony Avenue	27,000

Source: CTPS

*Estimated daily traffic at a representative point

The major retail area in South Boston runs along West and East Broadway. Gillette's world headquarters is located along A Street in the Fort Point Channel district, and is a major employer. Older warehouse buildings along the Fort Point Channel have been converted to other uses, including studio space for artists.

Employment Areas in South Boston

Broadway	6,600
Convention Center	2,500
Dorchester Ave./Railyard	7,300
Boston Marine Industrial Park (BMIP)	4,200
Reserve Channel	2,200
Andrew Square	1,000
Fort Point Channel	9,800
New Seaport Neighborhood	7,000
TOTAL JOBS	40,600

Source: 1996 CTPS site-level employment database

ROADWAY SYSTEM



TRANSIT NETWORK



There are 29,938 residents living in South Boston, an increase of 9% from 1990. Three deckers and rowhouses are common. Fifteen percent of housing units are single-family dwellings, similar to the city-wide average. More than 40% of households did not have a motor vehicle in 1990.

Municipal Off-Street Parking Lots (spaces)
450 West Broadway (60)
650-652 East Broadway (22)

Almost 75% of trips made entirely within South Boston are walk trips, and these account for one-third of all trips. Walking is also a relatively popular way to reach Downtown. Overall, transit use is slightly less than the citywide average. Perhaps reflective of its significantly distinct areas, South Boston has a nearly equal distribution of trips by activity, with about one-third each home, work and other based trips.

Distribution of Trips and Mode Shares in South Boston			
	Auto	Transit	Walk
All destinations and purposes	55%	15%	31%
City Average	51%	19%	30%
("walk" mode includes bicycle)			

Geographic Distribution of Trips				
% of Trips	Origin or Destination	Auto	Transit	Walk
34%	Within Neighborhood	25%	3%	73%
10%	Core Neighborhoods	33%	42%	25%
25%	Rest of Boston	67%	19%	14%
18%	Inner Communities	82%	18%	0%
13%	Outer Communities	88%	12%	0%

Activity Distribution of Trips				
% of Trips	Activity in Neighborhood	Auto	Transit	Walk
34%	Home	48%	20%	32%
35%	Work	63%	17%	20%
31%	Other	52%	6%	42%

The Red Line runs along the edge of South Boston, stopping at Broadway and Andrew stations. Routes 7, 9, 10, and 11 serve the residential neighborhood. Routes 9 and 10 terminate in Copley Square; the 7 at South Station, and route 11 in Downtown Crossing. Routes 3 and 6 serve the World Trade Center and Boston Marine Industrial Park (BMIP) during peak hours.

Daily MBTA Use by Station or Route*		
Rapid Transit		
Broadway	3,750	Andrew Square 4,650
Bus Routes		
3	BMIP – Chinatown	350
5	City Point – McCormack Housing	175
6	BMIP- Haymarket	400
7	City Point – Downtown	2,200
9	City Point – Copley Square	4,600
10	City Point – Copley Square	3,550
11	City Point – Downtown	3,700
CT-3	Andrew to Longwood or Logan Airport	1,300
*Boarding counts only. Source: MBTA and CTPS		

JAMAICA PLAIN / MISSION HILL

ROADWAY SYSTEM

Jamaica Plain is bordered by Brookline to the west and Roxbury to the east. The boundaries used for this *Fact Book* include Mission Hill. Jamaica Plain developed along Centre Street, which was laid out in the 1600s, and Washington Street, which was originally the Norfolk and Bristol Turnpike, opened in 1803. In 1834, the Boston and Providence Railroad was constructed in the Stony Brook Valley, leading to industrial development and worker housing. Both Jamaica Plain and Mission Hill were originally part of the town of Roxbury until annexed by Boston in the 19th century. With the extension of streetcar service, middle class commuters moved into the neighborhood.

The major north-south roads are Washington Street, Centre and South Streets, and the Jamaicaaway. The Pierre Lallement Bicycle Path runs though the Southwest Corridor starting at Forest Hills. Another bicycle path is adjacent to the Jamaicaaway.

Roadway Volumes in
Jamaica Plain/Mission Hill*

Centre Street	16,000
South Street	9,000
Jamaicaway	41,000
Heath Street	15,000
Huntington Avenue	24,000
Tremont Street	20,000
S. Huntington Avenue	12,000

Source: CTPS

*Estimated daily traffic at a representative point

The 2000 Census recorded 38,196 people living in Jamaica Plain, a decrease of 7% compared to 1990. There are three main business districts in Jamaica Plain: Hyde and Jackson Squares, Centre and South Streets, and Forest Hills. There are Main Streets programs covering the Mission Hill, Hyde/Jackson Squares, and Centre and South Streets areas.

Employment Areas in
Jamaica Plain/Mission Hill

Hyde/Jackson Squares	750
Jamaica Plain Center	2,000
Lower Washington Street	1,550
Mission Hill	1,600
South Huntington	5,200
TOTAL JOBS	11,100

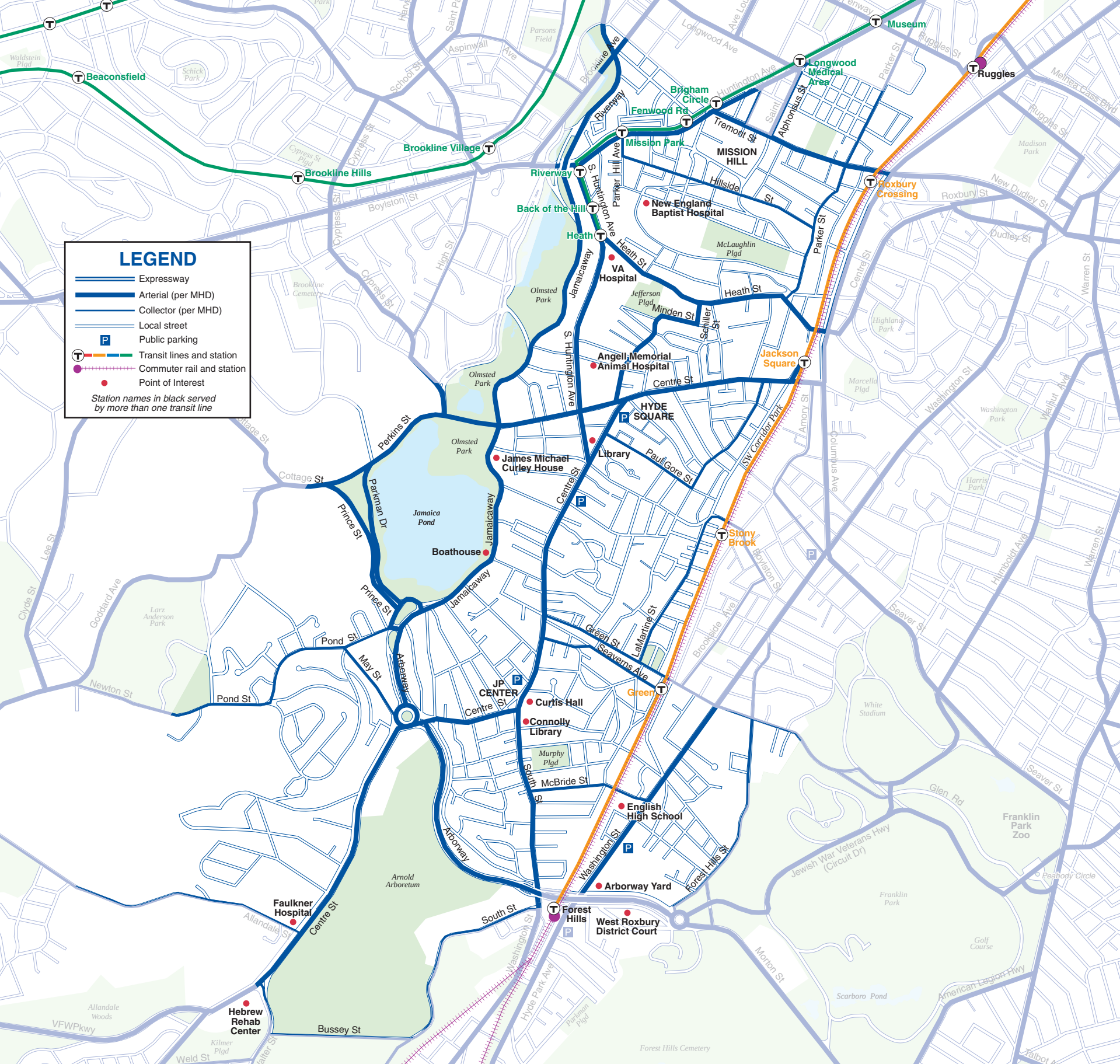
Source: 1996 CTPS site-level employment database

There are off-street surface parking lots adjacent to Green Street and Forest Hills stations on the Orange Line and an additional 175 parking spots in city-owned lots on Centre and Washington Streets.

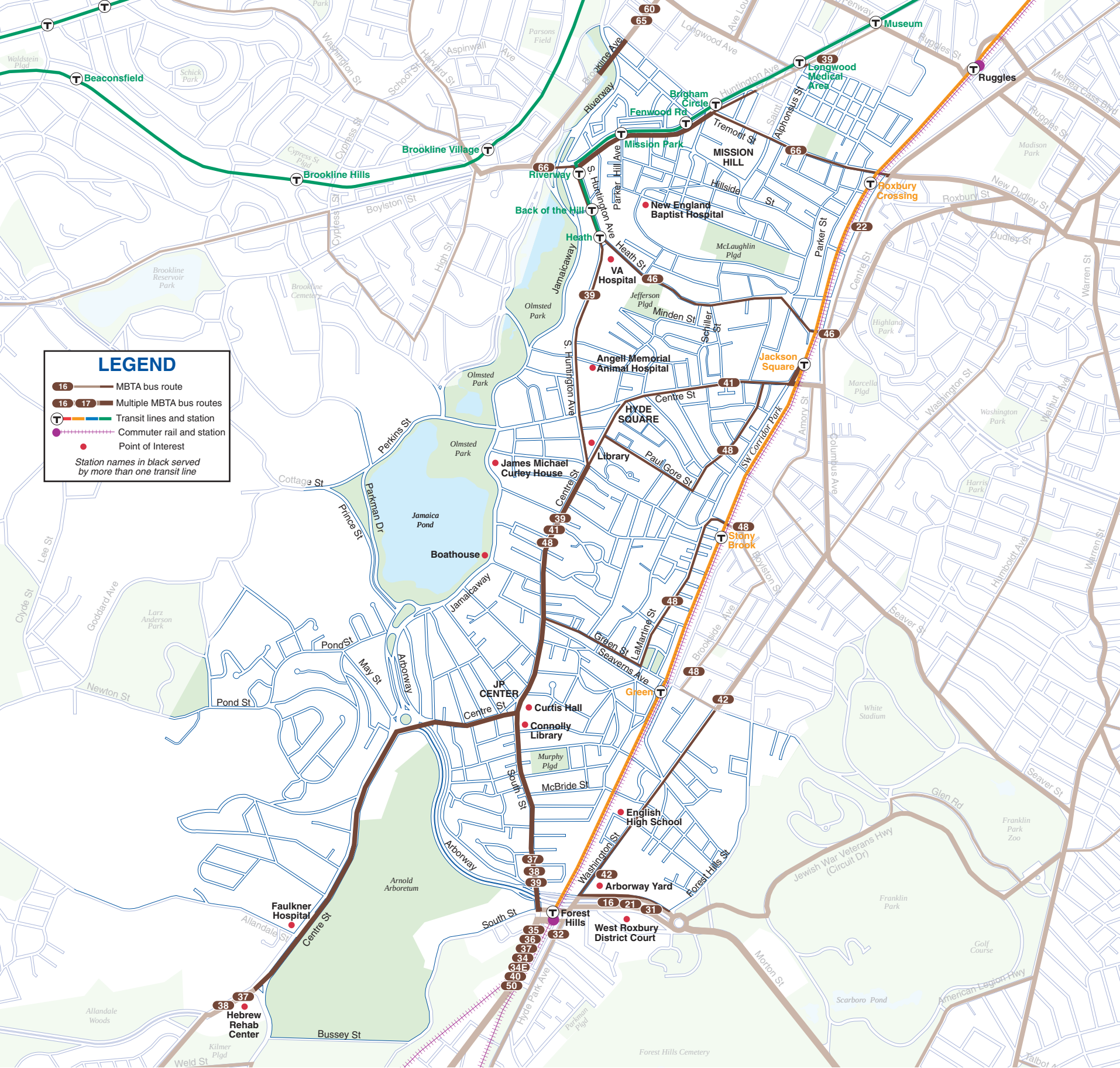
Municipal Off-Street Parking Lots (spaces)

- 350-352 Centre Street (24)
- 490-498 Centre Street (33)
- 737 Centre Street (103)
- 3087 Washington Street (15)

In 1990, one third of Jamaica Plain households did not own a motor vehicle, while 23% had two or more vehicles. Between 1991 and 1999, automobile registrations increased less than 1% in Jamaica Plain proper but 25% in the Mission Hill district.



TRANSIT NETWORK



LEGEND

16

16

17

MBTA bus route

16

17

Multiple MBTA bus routes

T

Transit lines and station

Commuter rail and station

Point of Interest

Station names in black served by more than one transit line

The share of Jamaica Plain/Mission Hill trips by public transit, 19%, is exactly equal to the citywide average. Although 63% of trips headed downtown are on public transit, only 3% of trips completely within Jamaica Plain/Mission Hill are by transit. More than two-thirds of trips within the neighborhood are walk or bicycle trips.

Distribution of Trips and Mode Shares in Jamaica Plain/Mission Hill

	Auto	Transit	Walk
All destinations and purposes	58%	19%	23%
City Average	51%	19%	30%

("walk" mode includes bicycle)

Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
30%	Within Neighborhood	30%	3%	68%
8%	Core Neighborhoods	37%	63%	0%
32%	Rest of Boston	63%	29%	8%
19%	Inner Communities	81%	18%	1%
11%	Outer Communities	92%	8%	0%

Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
57%	Home	58%	17%	25%
16%	Work	63%	23%	14%
27%	Other	54%	20%	26%

The Orange Line runs from Forest Hills to Downtown and Malden via the Southwest Corridor in the Stony Brook valley. The Needham commuter rail line stops at Forest Hills, providing a 13 minute ride to South Station. Two major MBTA bus routes serve Jamaica Plain, both terminating at Forest Hills Station. Route 39 runs along South and Centre Streets and South Huntington Avenue to Back Bay and has more riders per day and more frequent service than any other MBTA bus route. The MBTA is mandated to convert this route to light rail service. Currently the E-branch of the Green Line terminates at Heath Street, serving Mission Hill and only a small portion of Jamaica Plain. Route 48 is one of the few neighborhood loop routes operated by the MBTA.

Daily MBTA Use by Station or Route*

Rapid Transit		Commuter Rail	
Stony Brook	2,500	Forest Hills	150
Green Street	3,400		
Forest Hills	13,400		

Streetcar

Green Line E-Branch surface boardings	11,150
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Bus Routes

39	Forest Hills – Back Bay (Centre/South)	17,400
41	Centre & Eliot – Dudley Square	1,000
46	Heath Street – Dudley Square	500
48	J.P. Loop	200

*Boarding counts only. Source: MBTA and CTPS

ROXBURY

ROADWAY SYSTEM

Roxbury began as an independent community, connected to Boston only by a narrow neck of land along Washington Street. Today, after massive landfill and its annexation to Boston, Roxbury is at the city’s geographical center. Even with dense urban development, Roxbury has much open, green space, a legacy of its days as a farming town and early suburb. With the beginnings of streetcar service, Roxbury grew rapidly in population. The establishment of Franklin Park, the crown jewel of the Emerald Necklace park system, also helped to shape Roxbury. The relocation of the Orange Line to the Southwest Corridor is a recent example of Roxbury’s continually changing face.

In 2000, Roxbury’s population was at 57,658, a slight decline from 1990, but reflective of long term stabilization in a neighborhood where population once topped 70,000. At 2.5 square miles, Roxbury today is a community with a residential fabric offering a variety of building types, from 19th century Victorians to modern apartments. This unique residential mix conveys a special character to each of Roxbury’s many neighborhoods. Meanwhile, many of Boston’s major arterials pass through Roxbury, carrying high traffic volumes, especially during rush hours. Tremont and Seaver Streets, Columbus Avenue, and Melnea Cass Boulevard each carry more than 30,000 vehicles per day.

Roadway Volumes in Roxbury*

Tremont Street	33,000
Columbus Avenue	39,000
Seaver Street	30,000
Washington Street	12,000
Warren Street	13,000
Blue Hill Avenue	19,000
Melnea Cass Boulevard	32,000
Dudley Street	9,000

Source: CTPS
*Estimated daily vehicles at a representative point

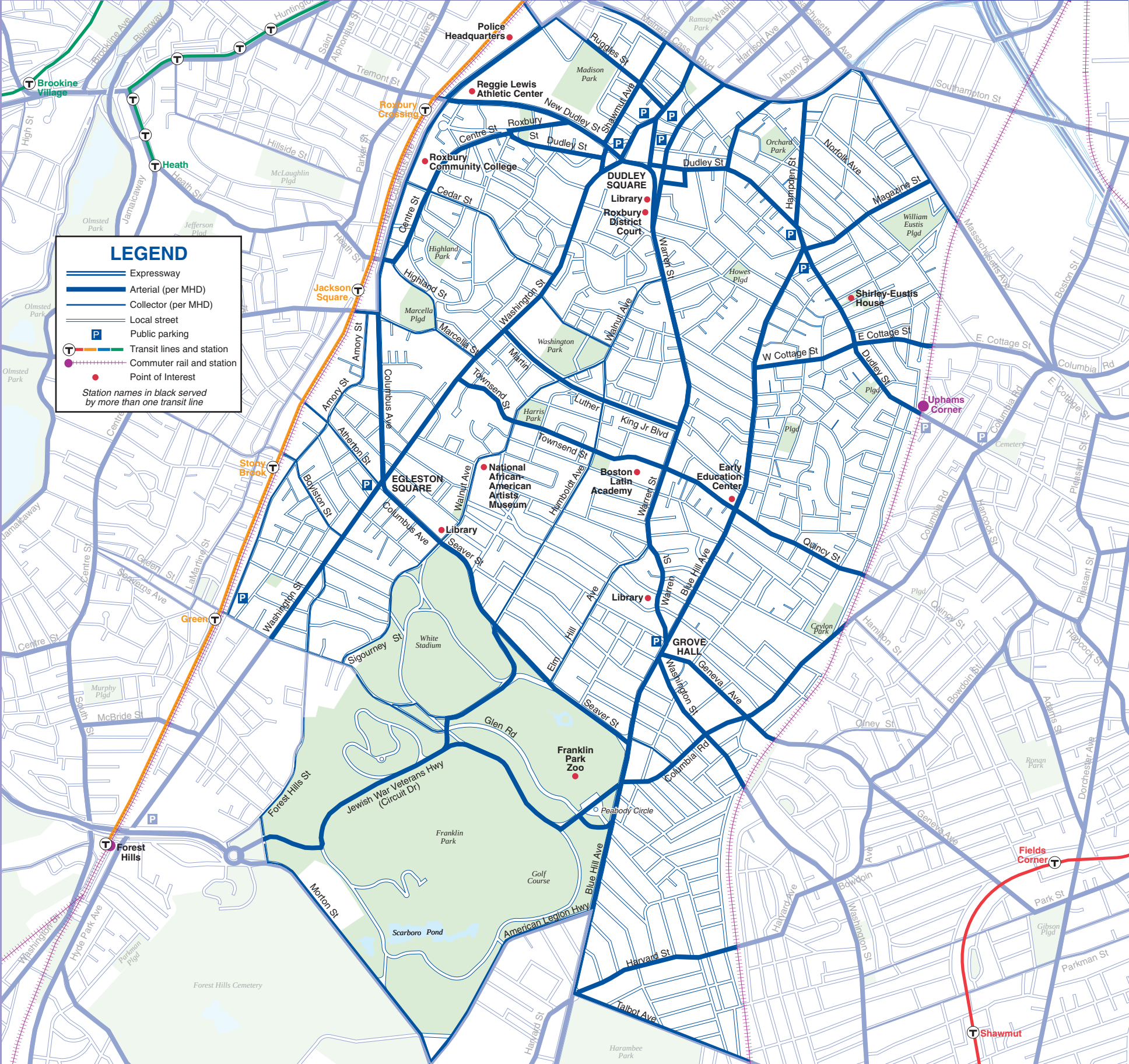
With its proximity to downtown, and connections to the nation’s rail network, Roxbury was historically an industrial center. Many of Roxbury’s neighborhood centers have recently experienced significant growth and continue as its hubs of activity and employment.

Employment Areas in Roxbury

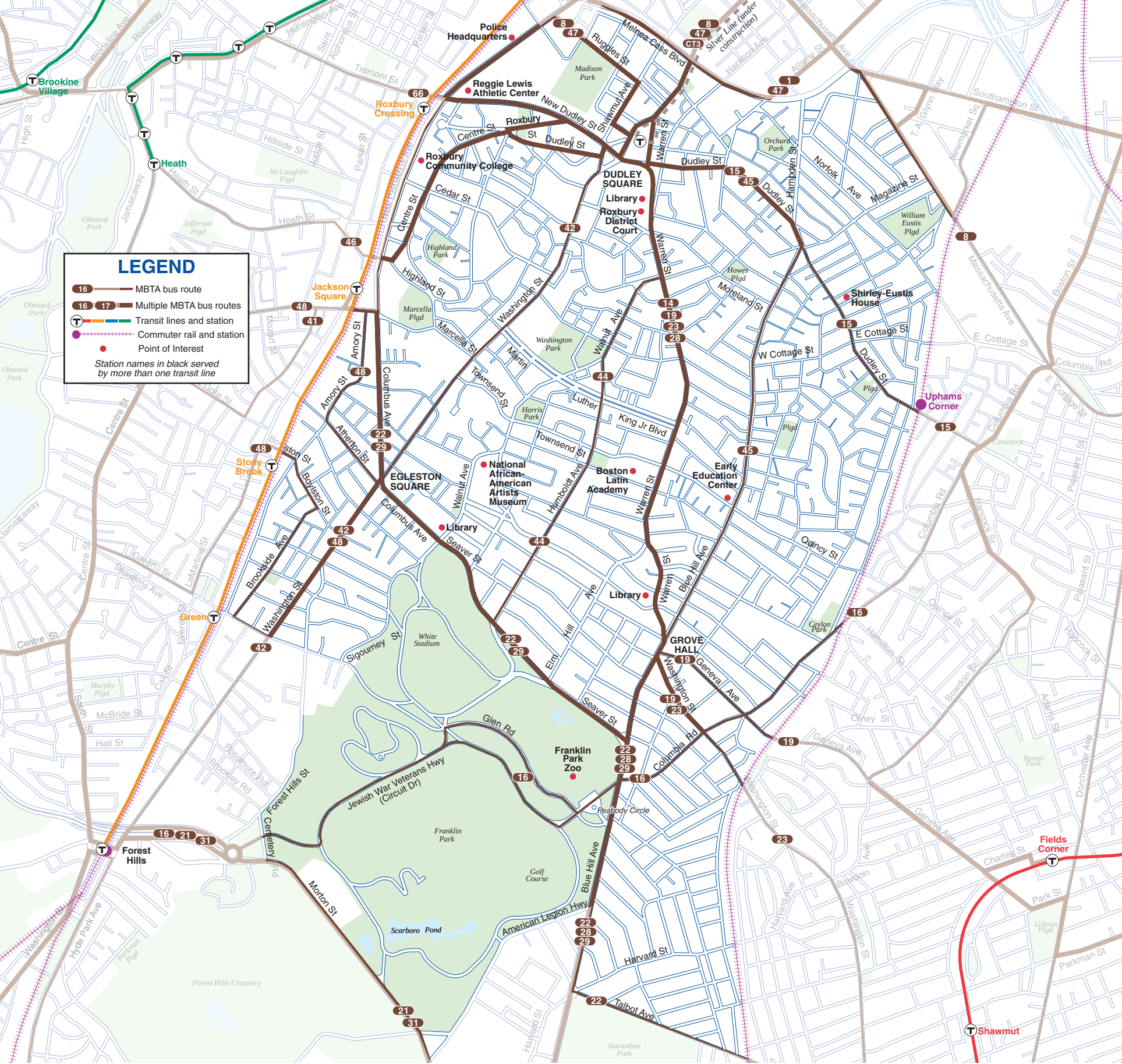
Dudley Sq./Crosstown	4,500
Egleston Sq./Washington St.	2,300
Grove Hall	1,200
Columbus Ave./SW Corridor	3,200
Franklin Park/Blue Hill Ave.	1,500
Dudley St./Blue Hill Ave.	1,300
Other areas	800
TOTAL JOBS	14,800

Source: 1996 CTPS site-level employment database

Parking in Roxbury is often in short supply, especially near transit stations and business districts. Seven municipal lots located in the Roxbury area provide a total of 208 spaces to meet these needs. Over half of these spaces are in Dudley Square.



TRANSIT NETWORK



Roxbury has benefited from Boston’s recent economic boom, but remains one of Boston’s lowest income neighborhoods. Though auto registrations have grown, as recently as 1990, half of all Roxbury households did not own a car. Nevertheless, its auto share of 59% is above the city average. Overall, Roxbury’s mode share closely mirrors Boston’s.

Distribution of Trips and Mode Shares in Roxbury

	Auto	Transit	Walk
All destinations and purposes	59%	17%	24%
City Average	51%	19%	30%

(“walk” mode includes bicycle)

Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
34%	Within Neighborhood	30%	7%	63%
8%	Core Neighborhoods	43%	57%	0%
33%	Rest of Boston	69%	23%	8%
17%	Inner Communities	85%	15%	0%
8%	Outer Communities	95%	5%	0%

Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
56%	Home	60%	18%	22%
11%	Work	59%	27%	14%
33%	Other	56%	13%	31%

Roxbury’s high proportion of home trips, reflects its residential character. The geographic breakdown of trips is similar to that of Jamaica Plain and Dorchester (North), areas with transportation service and accessibility comparable to that of Roxbury.

Roxbury is fairly well connected by public transportation to the Downtown core as well as other Boston neighborhoods. However, it is the quality, rather than the density of service that is often at issue. Bordered by the Orange Line and the Fairmount commuter rail line, much of Roxbury is accessible only by an extensive bus network. This network has connections to all parts of Boston, and has Dudley Square, the MBTA’s busiest bus station, as its hub.

Daily MBTA Use by Station or Route*

Rapid Transit		Commuter Rail	
Ruggles	8,400	Ruggles	900
Roxbury Crossing	4,200	Uphams Corner	150
Jackson Square	4,800		

Bus Routes

15 Kane Sq.-Ruggles (Dudley St.)	7,000
22 Ashmont-Ruggles (Blue Hill/Warren)	8,300
23 Ashmont-Ruggles (Washington/Warren)	11,700
28 Mattapan-Ruggles (Blue Hill/Warren)	11,700
29 Mattapan-Jackson Sq. (Blue Hill/Seaver)	2,250
42 Forest Hills-Ruggles (Washington)	3,800
44 Jackson-Ruggles (Columbus/Humboldt)	4,050
45 Franklin Park-Ruggles (Blue Hill/Dudley)	3,900
49 Dudley-Downtown (Washington)	7,600

*Boarding counts only. Source: MBTA and CTPS

DORCHESTER (NORTH)

Dorchester, including a large portion of today’s Boston, was incorporated in 1630. It was still primarily rural and had a population of 12,000 when annexed to Boston in 1870. Railroad and streetcar lines brought rapid residential growth, increasing the population to 150,000 by 1920. Due to its size, Dorchester is often divided for statistical purposes, as it is in this report. For this report, Dorchester (North) includes the portion north of Quincy Street, East Street, and Freport Street. The rest of Dorchester is discussed in the Dorchester (South) section.

Located to the north of the neighborhood, the South Bay Shopping Center and Newmarket industrial area are major sources of employment in this part of Dorchester. The Harbor Point housing complex and the University of Massachusetts occupy a peninsula to the east of the neighborhood. These areas and Savin Hill, a small residential neighborhood, are separated from the rest of the district by the Southeast Expressway (Interstate 93). Morrissey Boulevard, an MDC road, is a major arterial running along the shoreline.

Roadway Volumes in Dorchester (North)*

Dorchester Avenue	20,000
Columbia Road	17,000
Morrissey Boulevard	39,000
Massachusetts Avenue	8,000
Boston Street	11,000

Source: CTPS

*Estimated daily traffic at a representative point

The main business district in this part of Dorchester is Uphams Corner at the intersection of Dudley Street and Columbia Road. The Harbor Point area is also the home of several large employers, including the Boston campus of the University of Massachusetts.

Employment Areas in Dorchester (North)

Dorchester Avenue	2,300
Harbor Point/Savin Hill	6,050
Newmarket	4,400
South Bay	2,000
Uphams Corner	2,100
TOTAL JOBS	16,850

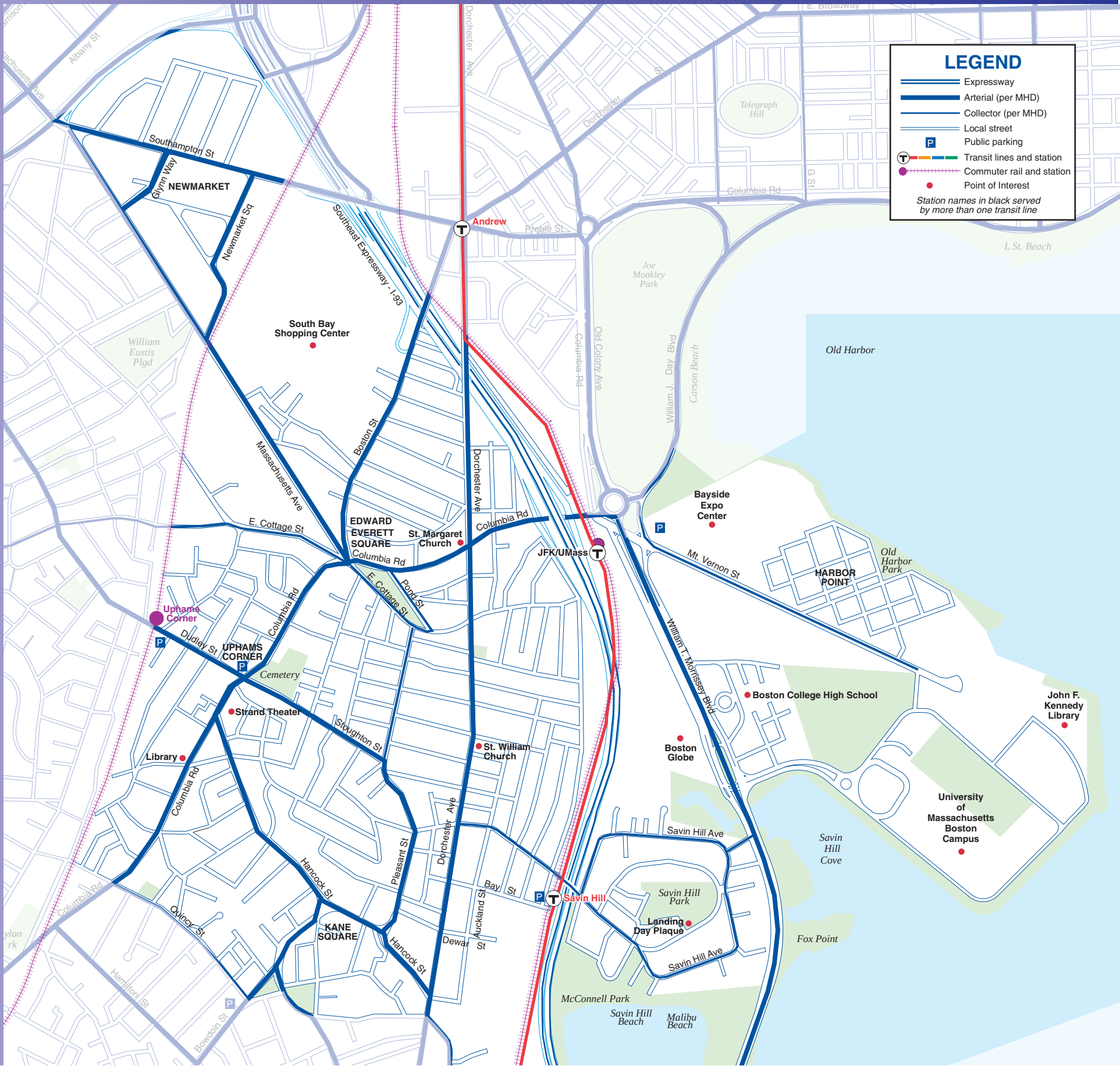
Source: 1996 CTPS site-level employment database

The 2000 Census recorded 28,775 residents in the northern part of Dorchester, a 15% increase over 1990. This represents the fastest population growth of any Boston neighborhood except East Boston. About one-third of Dorchester households did not have a motor vehicle in 1990. 17% of housing units are single-family, almost the same as the city-wide average. There are 144 off-street parking spaces in city lots in North Dorchester, including a large lot in the Uphams Corner business district.

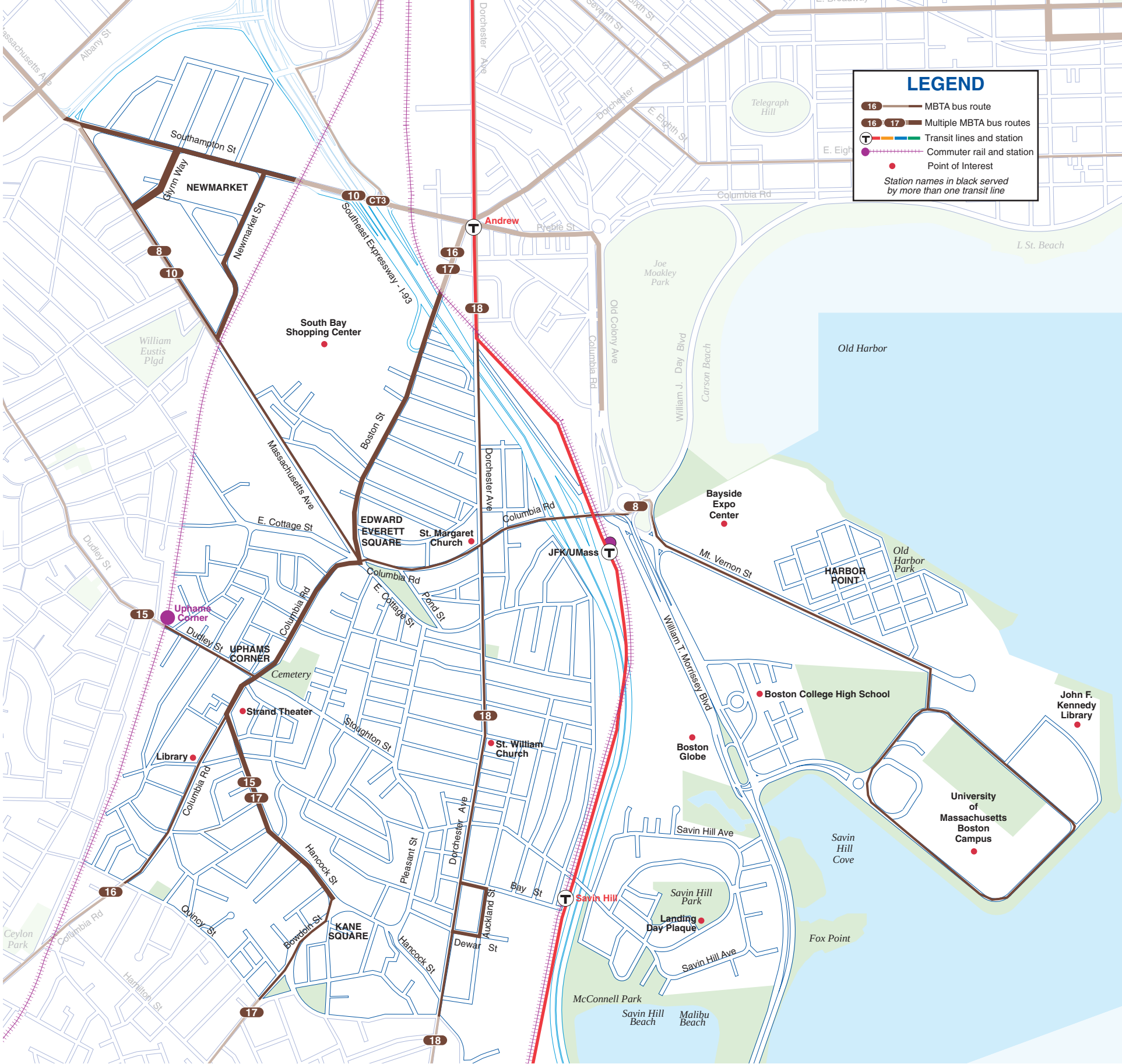
Municipal Off-Street Parking Lots (spaces)

- 8-20 Belden Street (32) (near Dudley Street)
- 16 Hamlet Street (100)
- 730-732 Dudley Street (12)

ROADWAY SYSTEM



TRANSIT NETWORK



One third of trips in Dorchester (North) are completely inside the district. Of these, about two-thirds are walk trips. Transit is most popular for trips headed Downtown, but these account for only 7% of total trips. Mode shares to the Rest of Boston and the Inner Communities show a fairly high transit share, comparable to other neighborhoods with similar transit accessibility, including South Boston.

Distribution of Trips and Mode Shares in Dorchester (North)			
	Auto	Transit	Walk
All destinations and purposes	59%	15%	25%
City Average	51%	19%	30%
("walk" mode includes bicycle)			

Geographic Distribution of Trips				
% of Trips	Origin or Destination	Auto	Transit	Walk
33%	Within Neighborhood	31%	4%	65%
7%	Core Neighborhoods	46%	54%	0%
32%	Rest of Boston	68%	19%	13%
18%	Inner Communities	82%	18%	0%
10%	Outer Communities	92%	8%	0%

Activity Distribution of Trips				
% of Trips	Activity in Neighborhood	Auto	Transit	Walk
37%	Home	55%	20%	25%
20%	Work	66%	17%	17%
43%	Other	60%	11%	29%

The Red Line stops at JFK/UMass station where shuttle buses are available to access the UMass campus itself. There is also a stop on the Ashmont Branch of the Red Line at Savin Hill. The principal bus lines are Route 15, which runs from Ruggles Station (Orange Line) along Dudley Street to Uphams Corner and Kane Square, and Route 16, which runs from Andrew Station to Forest Hills station via Columbia Road. Route 17 links Andrew Station to Fields Corner. The Fairmount commuter rail line stops at Uphams Corner, providing a quick ten minute trip to South Station. The Middleborough line stops at JFK/UMass station for the morning peak and evening peaks only. All seven weekend trips stop at JFK/UMass, but the Fairmount line has no weekend service. It is also a ten minute trip from JFK/UMass to South Station by commuter rail.

Daily MBTA Use by Station or Route*		
Rapid Transit		Commuter Rail
JFK/UMass	6,300	JFK/UMass 70
Savin Hill	1,800	Uphams Corner 150
Bus Routes (via)		
8	UMass-Kenmore (Mass Ave)	5,275
10	City Point-Copley (Southampton)	3,550
15	Kane Sq.-Ruggles (Uphams Corner)	7,000
16	Andrew-Forest Hills (Columbia Rd.)	4,350
17	Fields Corner-Andrew (Hancock St.)	3,750
18	Ashmont-Andrew (Dorchester Ave)	700
CT-3	Andrew-LMA (Southampton)	700

*Boarding counts only. Source: MBTA and CTPS

DORCHESTER (SOUTH)

ROADWAY SYSTEM

Dorchester is Boston’s most populous neighborhood. However, due to its size, it is often divided, as in this report, for statistical purposes. The southern part of Dorchester is one of Boston’s most populous neighborhoods, and in the 2000 Census 63,340 residents were recorded in this district, up 4% over 1990. Dorchester (South) is bordered to the east by Dorchester Bay and to the south by the Neponset River. The Metropolitan District Commission (MDC) manages several reservations along the Neponset River, and is planning a bicycle and pedestrian path along the river, the first part of which has recently been constructed.

The MDC also operates the two heaviest-volume roadways in the district, Morrissey Boulevard, running north-south, and Gallivan Boulevard, running east-west. Dorchester Avenue is the major spine of the neighborhood, running in a straight line through all of Dorchester from Lower Mills to Downtown.

Roadway Volumes in Dorchester (South)*

Dorchester Avenue	13,000
Neponset Avenue	7,000
Gallivan Boulevard	23,000
Morrissey Boulevard	26,000
Washington Street	11,000
Adams Street	7,000
Talbot Avenue	10,000
Geneva Avenue	5,000

Source: CTPS
*Estimated daily traffic at a representative point

The southern part of Dorchester is primarily a residential area, with established neighborhoods still defined by parishes, and occupied by families for generations. Yet, it continues to change as best observed in the growth of its distinct commercial districts: Bowdoin/Geneva, Fields Corner, Codman Square, Peabody Square, Adams Village, and Lower Mills.

Employment Areas in Dorchester (South)

Codman Square/Ashmont	1,700
Fields Corner	3,250
Lower Mills	2,900
Morrissey Blvd./Neponset	3,900
Bowdoin/Geneva	950
Other	800

TOTAL JOBS 13,500

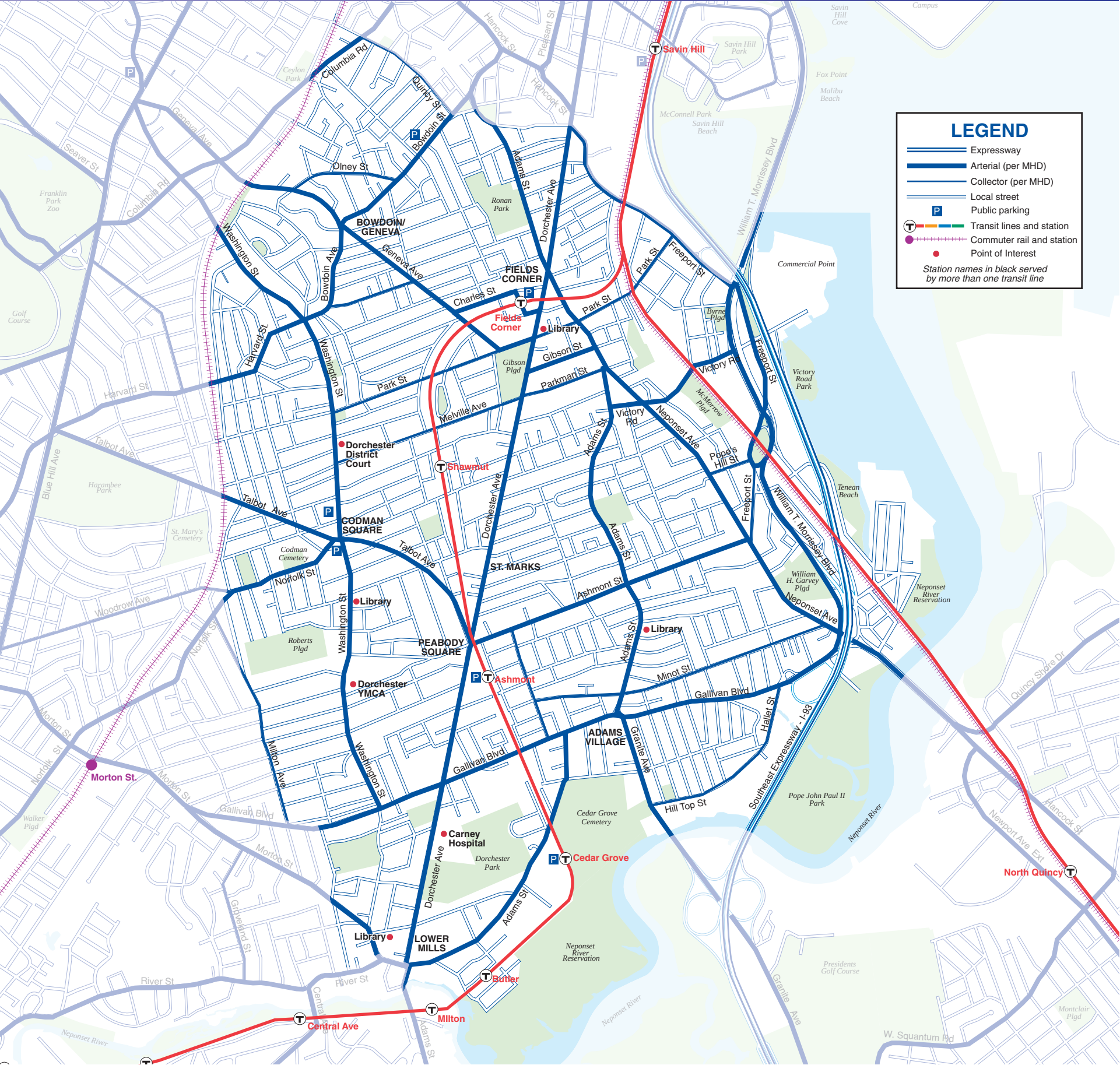
Source: 1996 CTPS site-level employment database

The City of Boston has five municipal parking lots in the southern part of Dorchester with a total of 146 parking spaces. These lots are spread amongst the neighborhood commercial districts.

Municipal Off-Street Parking Lots (spaces)

- 254-258 Bowdoin Street (18)
- 575-581 Washington Street (42)
- 629 Washington Street (24)
- 191 Adams Street (22)
- 23 Georgia Street (40)

In 1990, one third of Dorchester households (including North and South together) did not own a



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motor vehicle. Despite this, Dorchester (South) has an auto share well above the City average. In fact, even though this part of Dorchester has good transit access, overall mode shares for this neighborhood are very similar to those of Boston’s more suburban areas.

Distribution of Trips and Mode Shares in Dorchester (South)			
	Auto	Transit	Walk
All destinations and purposes	74%	11%	16%
City Average	51%	19%	30%
(“walk” mode includes bicycle)			

Geographic Distribution of Trips				
% of Trips	Origin or Destination	Auto	Transit	Walk
28%	Within Neighborhood	51%	3%	46%
6%	Core Neighborhoods	42%	58%	0%
37%	Rest of Boston	80%	12%	7%
19%	Inner Communities	92%	8%	0%
10%	Outer Communities	98%	2%	0%

Activity Distribution of Trips				
% of Trips	Activity in Neighborhood	Auto	Transit	Walk
56%	Home	68%	13%	18%
11%	Work	77%	13%	10%
32%	Other	82%	5%	14%

The Ashmont branch of the Red Line passes through the center of the district, stopping at Fields Corner, Shawmut, and Ashmont. At the Ashmont terminus, a barrier-free transfer is available to the Mattapan High-Speed Line, which serves the Cedar Grove and Butler stations at the extreme southern edge of Dorchester.

The most heavily used bus route in the district and one of the highest ridership lines in the MBTA system is Route 23, which connects the Orange Line at Ruggles to Ashmont, via Washington Street and Codman Square. Route 17 connects Fields Corner to Andrew Station and Route 19 connects Fields Corner to Ruggles Station.

Daily MBTA Use by Station or Route*			
Rapid Transit		Mattapan Line	
Fields Corner	4,700	Cedar Grove	150
Shawmut	1,450	Butler	150
Ashmont	7,200		
Bus Routes			
17	Fields Corner-Andrew (Bowdoin/Geneva)	3,750	
18	Ashmont-Andrew (Dorchester Ave)	700	
19	Fields Corner-Ruggles (Geneva)	1,900	
20	Fields Corner-Neponset (Adams)	1,500	
21	Ashmont-Forest Hills (Gallivan)	3,750	
22	Ashmont-Ruggles (Talbot)	8,300	
23	Ashmont-Ruggles (Washington)	11,700	
26	Ashmont-Morton (Norfolk)	1,800	
27	Ashmont-Mattapan (River St)	600	
210	Fields Corner-Quincy (Neponset)	850	
215	Ashmont-Quincy (Granite Ave)	1,700	
217	Ashmont-Wollaston Beach (Dorchester Ave)	200	
240	Ashmont-Avon (Dorchester Ave)	2,200	

*Boarding counts only. Source: MBTA and CTPS

WEST ROXBURY

West Roxbury was originally part of the Town of Roxbury. Briefly independent, it was annexed to Boston in 1874. Its rural character began to change in 1851 when rail service was extended and it became a bedroom community for Boston. The suburban style of development continued in West Roxbury and today it is a neighborhood of largely single family homes on tree lined streets. Scenic parkways, historic cemeteries and the Charles River border much of West Roxbury, enhancing its suburban feel. Centre Street, one of the oldest roads in Boston, runs through the heart of the neighborhood and is a major shopping street in West Roxbury. Three commuter rail stations still connect today's West Roxbury's residents to jobs in Downtown Boston.

The streets and parkways that traverse West Roxbury carry commuter traffic from the suburbs into the City of Boston. With its somewhat limited access, the VFW Parkway acts almost as a highway into the City and is heavily used. The major neighborhood streets also carry significant levels of through traffic.

Roadway Volumes in West Roxbury*	
VFW Parkway	43,000
Washington Street	25,000
Centre Street	13,000
Lagrange Street	10,000
W. Roxbury Parkway	11,000
Weld Street	5,000

Source: CTPS
*Estimated daily traffic at a representative point

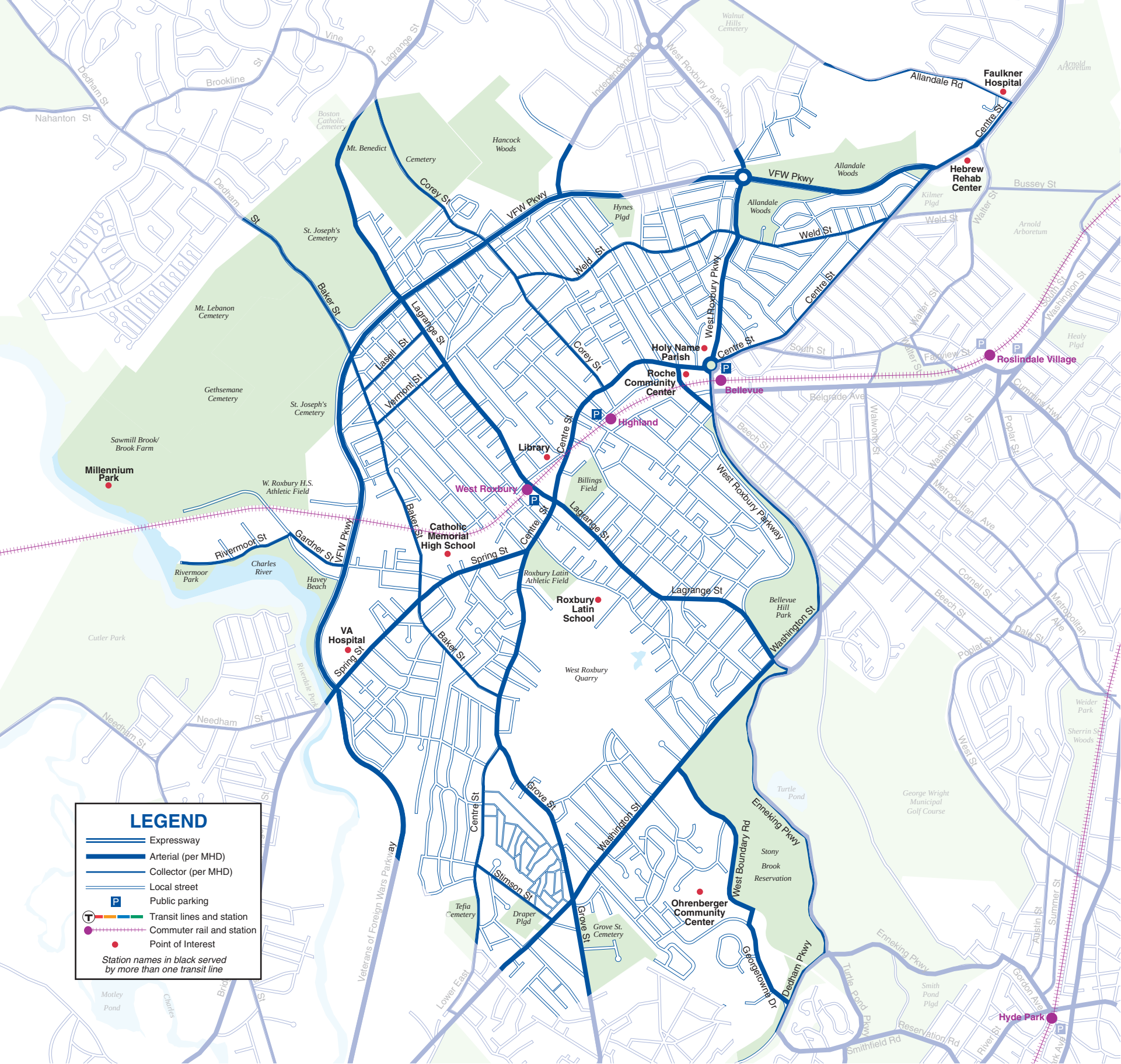
The 2000 Census recorded 28,753 people living in West Roxbury, a 3% decrease from 1990, and a continuation of the neighborhood's declining population trend. Primarily a bedroom community, the employment centers in West Roxbury tend to be located on the neighborhood's periphery. There are larger chain retailers, schools and small office developments located along VFW Parkway, giving it the largest employment concentration in the district. The area including the Faulkner Hospital and Hebrew Rehabilitation Center also has relatively high employment. The rest of West Roxbury is neighborhood oriented, especially the shopping district located along Centre Street.

Employment Areas in West Roxbury	
Centre Street	2,400
VFW Parkway	4,100
Washington Street	650
Faulkner Hospital/Hebrew Rehab	3,400
TOTAL JOBS	10,550

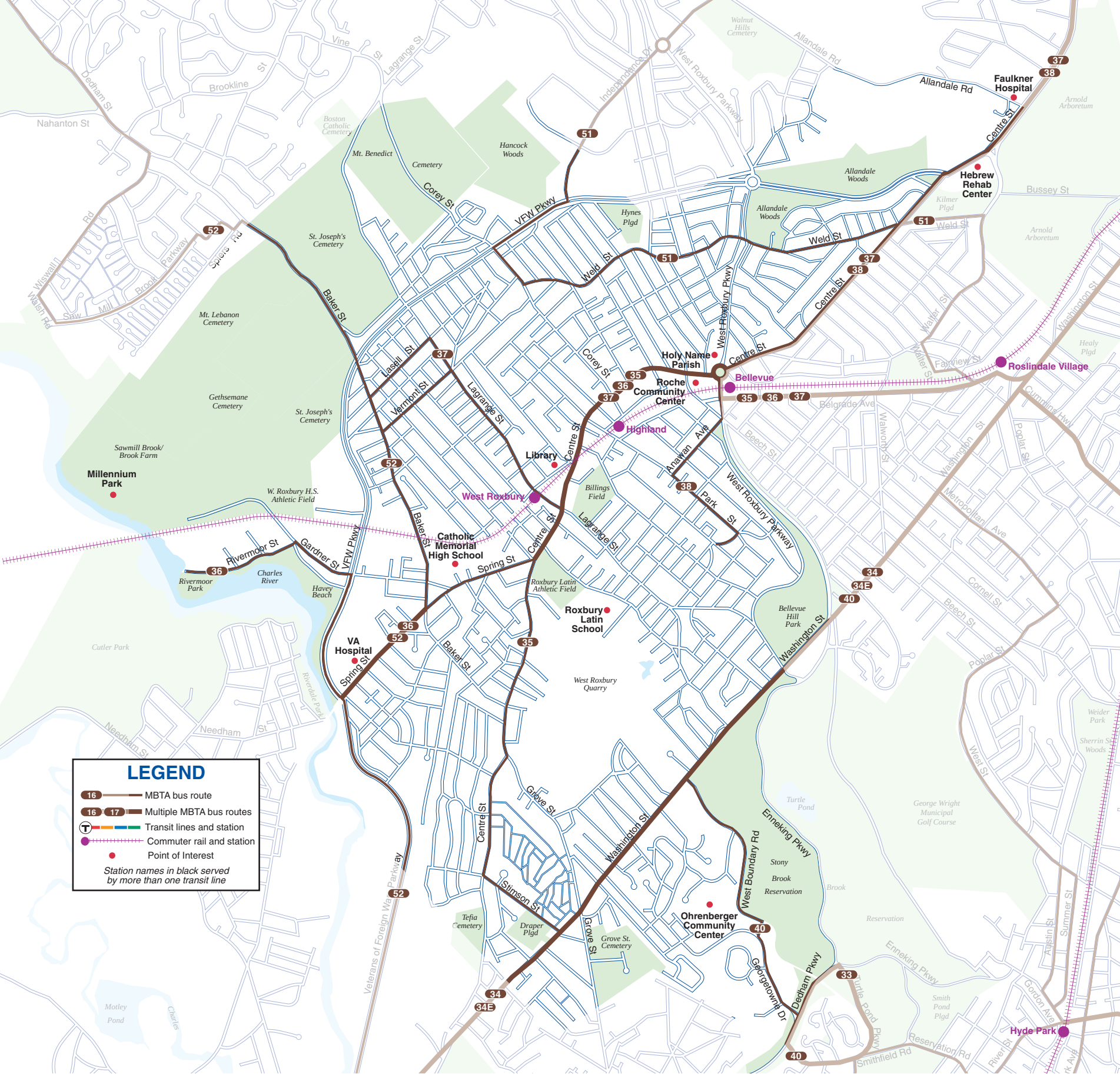
Source: 1996 CTPS site-level employment database

Off street parking in West Roxbury is common. Most houses have driveways and most stores or shopping centers have their own parking facilities. However, in the Centre Street business district, parking becomes scarcer. The MBTA has three parking facilities, one adjacent to each Commuter Rail station. Additionally, there is one municipal

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lot, located off Corey Road, that provides 118 spaces for the Centre Street business district.

West Roxbury’s suburban character makes it one of the least dense neighborhoods of Boston. It also has the highest car ownership of any neighborhood, as in 1990, when only 15% of households did not have a motor vehicle, compared to 38% citywide. Consequently it has the second highest auto mode shares in the City, and amongst the lowest transit and walk mode shares.

Distribution of Trips and Mode Shares in West Roxbury

	Auto	Transit	Walk
All destinations and purposes	82%	7%	11%
City Average	51%	19%	30%

(“walk” mode includes bicycle)

Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
31%	Within Neighborhood	66%	2%	32%
4%	Downtown Core	38%	62%	0%
24%	Rest of Boston	84%	11%	4%
19%	Inner Communities	95%	5%	0%
22%	Outer Communities	99%	1%	0%

Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
55%	Home	83%	8%	8%
11%	Work	85%	9%	6%
34%	Other	80%	4%	16%

Though transit use is generally low in West Roxbury, it is the primary mode of travel to the Downtown core. 62% of all travelers to Downtown use transit, but downtown trips account for only 4% of all trips. Transit access to Downtown is fairly quick, less than 25 minutes to South Station, from the three stations on the Needham commuter rail line. MBTA bus service also connects many of West Roxbury’s residents to adjacent neighborhoods, shopping, educational and recreational opportunities. Forest Hills and the Dedham Mall are two significant destinations accessible by bus from West Roxbury.

Daily MBTA Use by Station or Route*

Commuter Rail

Bellevue	350
Highland	600
West Roxbury	600

Bus Routes

34	Dedham Line – Forest Hills	6,280
35	Dedham Mall/Stimson – Forest Hills	2,100
36	Charles River – Forest Hills	3,250
37	Baker & Vermont – Forest Hills	1,650
38	Wren Street – Forest Hills	775
40	Georgetowne – Forest Hills	1,100
51	Cleveland Circle – Forest Hills	1,700
52	Dedham Mall – Watertown Sq.	850

*Boarding counts only. Source: MBTA and CTPS

ROSLINDALE ROADWAY SYSTEM

Washington Street runs through the middle of the district, whose center, Roslindale Square, lies at its intersection with Cummins Highway. The entire Roslindale Village commercial area is today a thriving neighborhood business district. Roslindale Village was one of the first urban areas to participate in the “Main Street” revitalization program developed by the National Trust for Historic Preservation. The early and continued success of the program in revitalizing Roslindale Village became a national model for the commercial redevelopment of urban neighborhood centers and the precursor to Boston’s citywide Main Streets program.

Washington Street	10,000
Hyde Park Avenue	13,000
Cummins Highway	18,000
Belgrade Avenue	7,000
Metropolitan Avenue	5,000

**Estimated daily vehicles at a representative point*

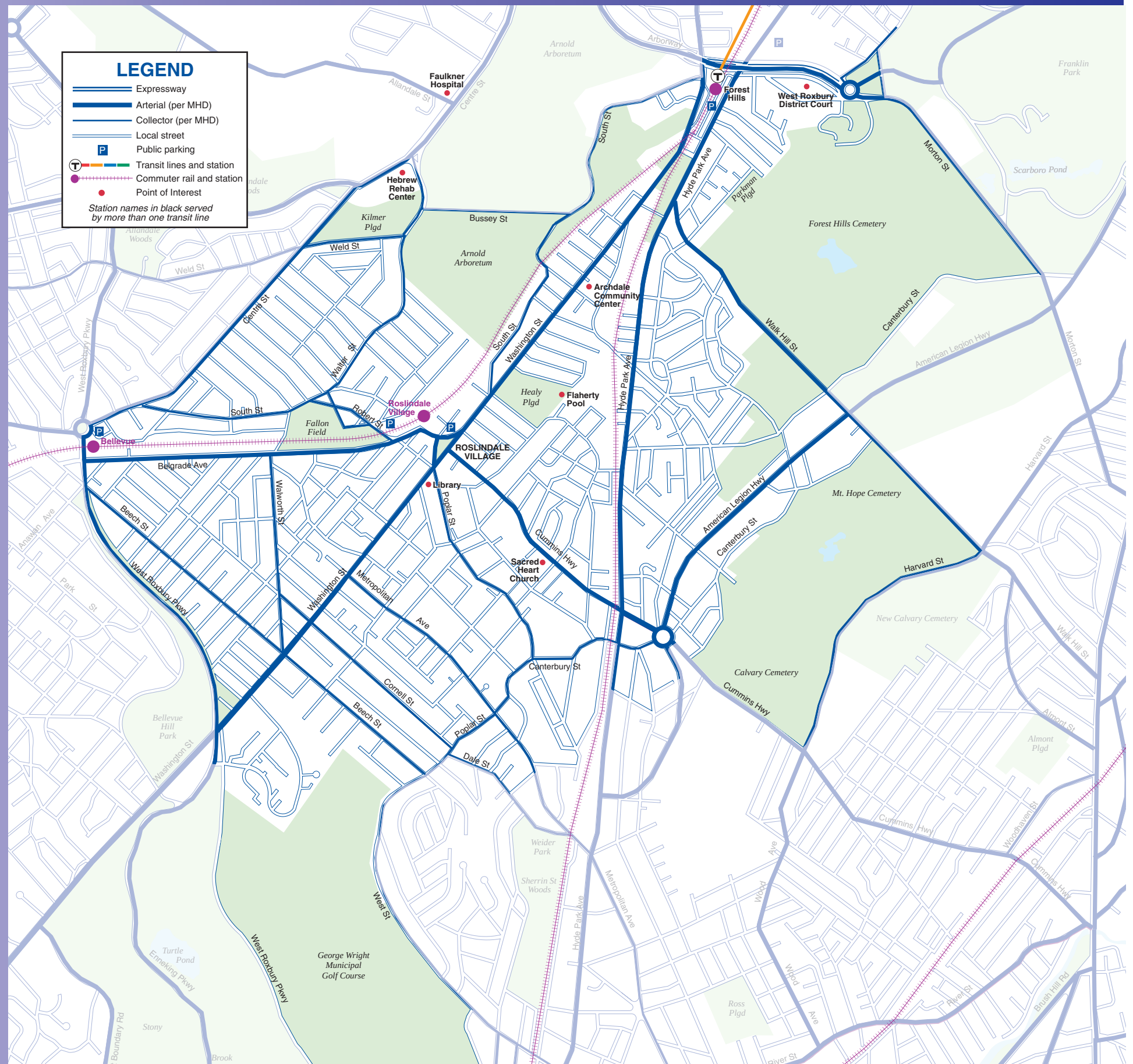
Employment Areas in Roslindale

TOTAL JOBS	4,550
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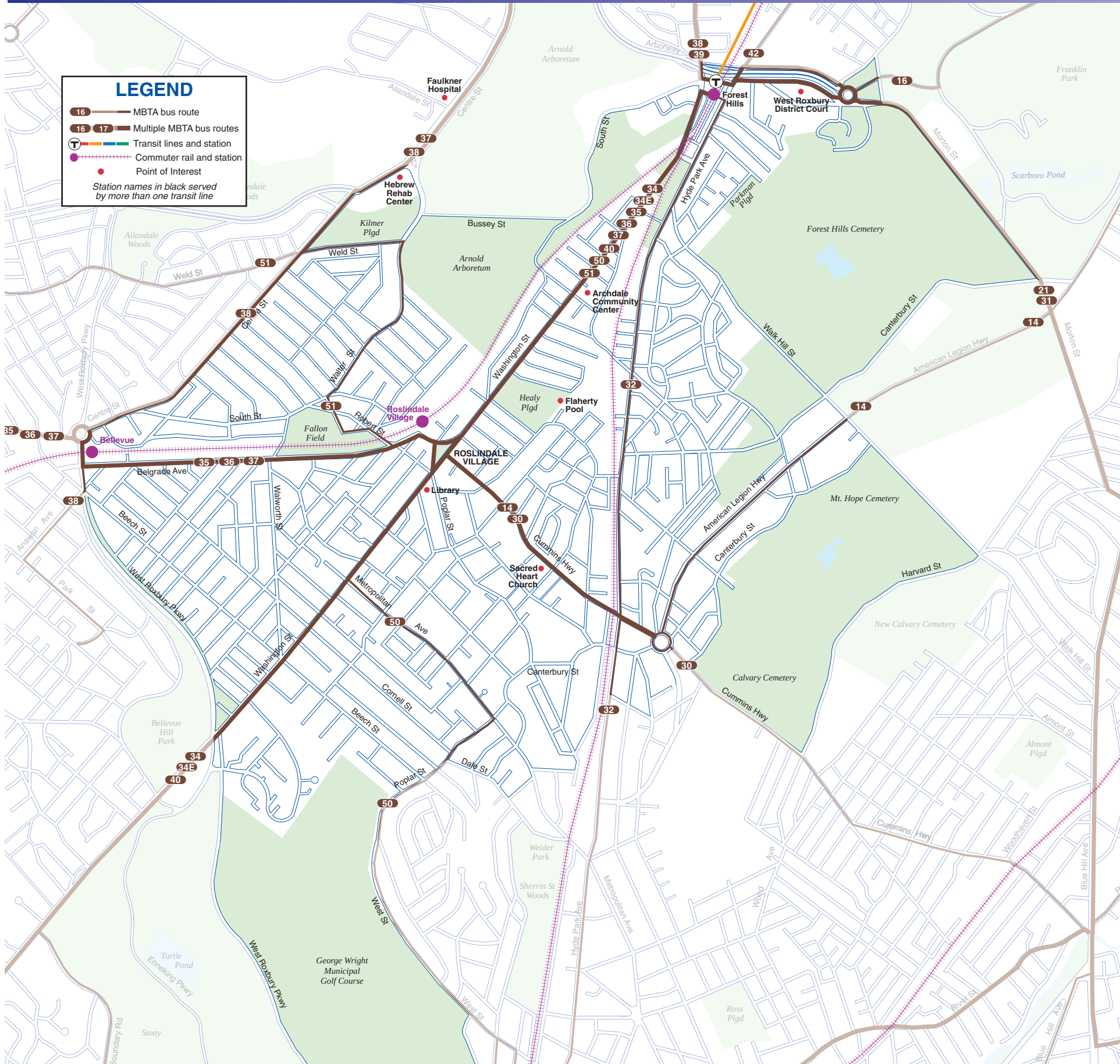
There are 108 spaces in municipal lots in Roslindale, all in the Roslindale Village business district. There is also substantial public parking available at the commuter rail stations.

10 Tafthill Terrace (92)
711 South Street (16)

Roslindeale has a very low share of walk trips compared to the citywide average. Only 38% of trips within the district are taken on foot, with these only



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constituting 26% of all trips. Transit is most popular for trips downtown, but these make up only 6% of all Roslindale-based trips. With low employment, and few regional attractions, 61% of trips in Roslindale are home based.

Distribution of Trips and Mode Shares in Roslindale			
	Auto	Transit	Walk
All destinations and purposes	75%	13%	12%
City Average	51%	19%	30%
("walk" mode includes bicycle)			

Geographic Distribution of Trips				
% of Trips	Origin or Destination	Auto	Transit	Walk
26%	Within Neighborhood	59%	3%	38%
6%	Core Neighborhoods	32%	68%	0%
37%	Rest of Boston	76%	18%	7%
17%	Inner Communities	92%	8%	0%
14%	Outer Communities	97%	3%	0%

Activity Distribution of Trips				
% of Trips	Activity in Neighborhood	Auto	Transit	Walk
61%	Home	75%	16%	9%
8%	Work	74%	19%	7%
31%	Other	74%	7%	19%

The Orange Line terminates at Forest Hills, the northern tip of Roslindale. Several bus routes provide connecting service at Forest Hills. Route 34, running the length of Washington Street to Dedham, has the highest ridership and most frequent service in Roslindale. Route 50 also runs along Washington St, but turns towards Hyde Park at Metropolitan Avenue. Routes 35, 36, 37 and 51 use Washington St., then turn west on Belgrade Ave. to serve western Roslindale and West Roxbury. These combined routes provide Belgrade Avenue, and the section of Washington Street between Roslindale Village and Forest Hills with one of the densest concentration of buses in the MBTA system. Crosstown service is provided by routes 14, 30, and 51. The Needham commuter rail line has stations at Forest Hills, Roslindale Village, and Bellevue, providing a 15 to 20 minute trip to Downtown Boston, with the Roslindale Village station the busiest.

Daily MBTA Use by Station or Route*		
Rapid Transit	Commuter Rail	
Forest Hills	13,400	Forest Hills 150
		Roslindale Village 500
		Bellevue 350

Bus Routes		
14	Roslindale – Dudley & V.A. Hospital	950
30	Roslindale – Mattapan	1,900
34	Dedham Line – Forest Hills	6,300
35	Dedham Mall – Forest Hills	2,100
36	Charles River – Forest Hills	3,250
37	Baker & Vermont – Forest Hills	1,650
40	Georgetowne – Forest Hills	1,100
50	Cleary Square – Forest Hills	1,000
51	Cleveland Circle – Forest Hills	1,700

*Boarding counts only. Source: MBTA and CTPS

MATTAPAN

Mattapan developed as railroads and streetcars made it accessible to Downtown Boston. The construction of the Midlands Branch railroad in 1855, and the trolley in 1890, opened up Mattapan to waves of residential construction. A mixture of sub-neighborhoods defines today’s Mattapan as its’ residential streets are alternatingly filled with traditional Boston multi family homes, and larger houses on some of the bigger lots in the City. Mattapan Square continues to be the commercial heart of the neighborhood.

Blue Hill Avenue, the commercial spine of Mattapan, runs through its center and connects the communities of Milton and Canton to Franklin Park, Roxbury and into Downtown Boston. Morton Street, Cummins Highway and River Street are major roads in Boston connecting Mattapan to the adjacent neighborhoods of Dorchester, Roslindale, Hyde Park and beyond. Mattapan Square at the intersection of Blue Hill Avenue, Cummins Highway. and River Street, is one of Boston’s busiest intersections.

Roadway Volumes in Mattapan*

Blue Hill Avenue	24,000
Morton Street	34,000
Cummins Highway	27,000
River Street	10,000

Source: CTPS

*Estimated daily traffic at a representative point

The Boston State Hospital, and the Specialty Rehabilitation Hospital on River Street once were large employers in Mattapan. Now barely used, these expansive sites are becoming available for re-use with open space, housing and small scale employment among the top community priorities. The Audobon Society’s Boston Nature Center is a splendid example of the type of uses envisioned for Mattapan. Today, most employment in Mattapan is located in the Mattapan Square/River Street area, or along Blue Hill Avenue.

Employment Areas in Mattapan

Blue Hill Avenue	1,300
Mattapan Square/River Street	1,400
Other	200
TOTAL JOBS	2,900

Source: 1996 CTPS site-level employment database

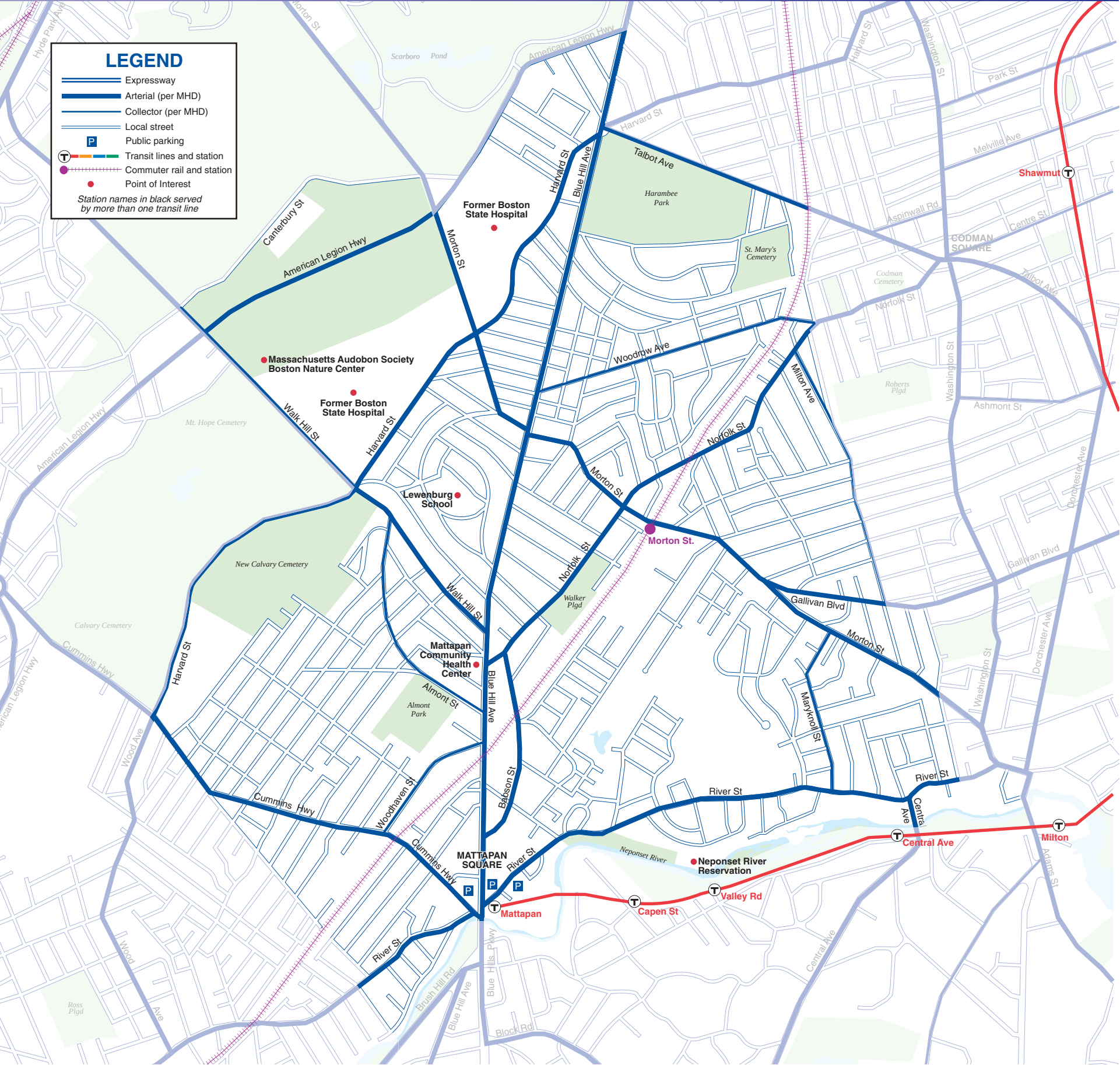
Parking is less of an issue in Mattapan than in most Boston neighborhoods. Mattapan Square is the most densely parked area as merchants, visitors and transit riders compete for available spaces. Two municipal lots and an MBTA lot help to meet this need.

Municipal Off-Street Parking Lots (spaces)

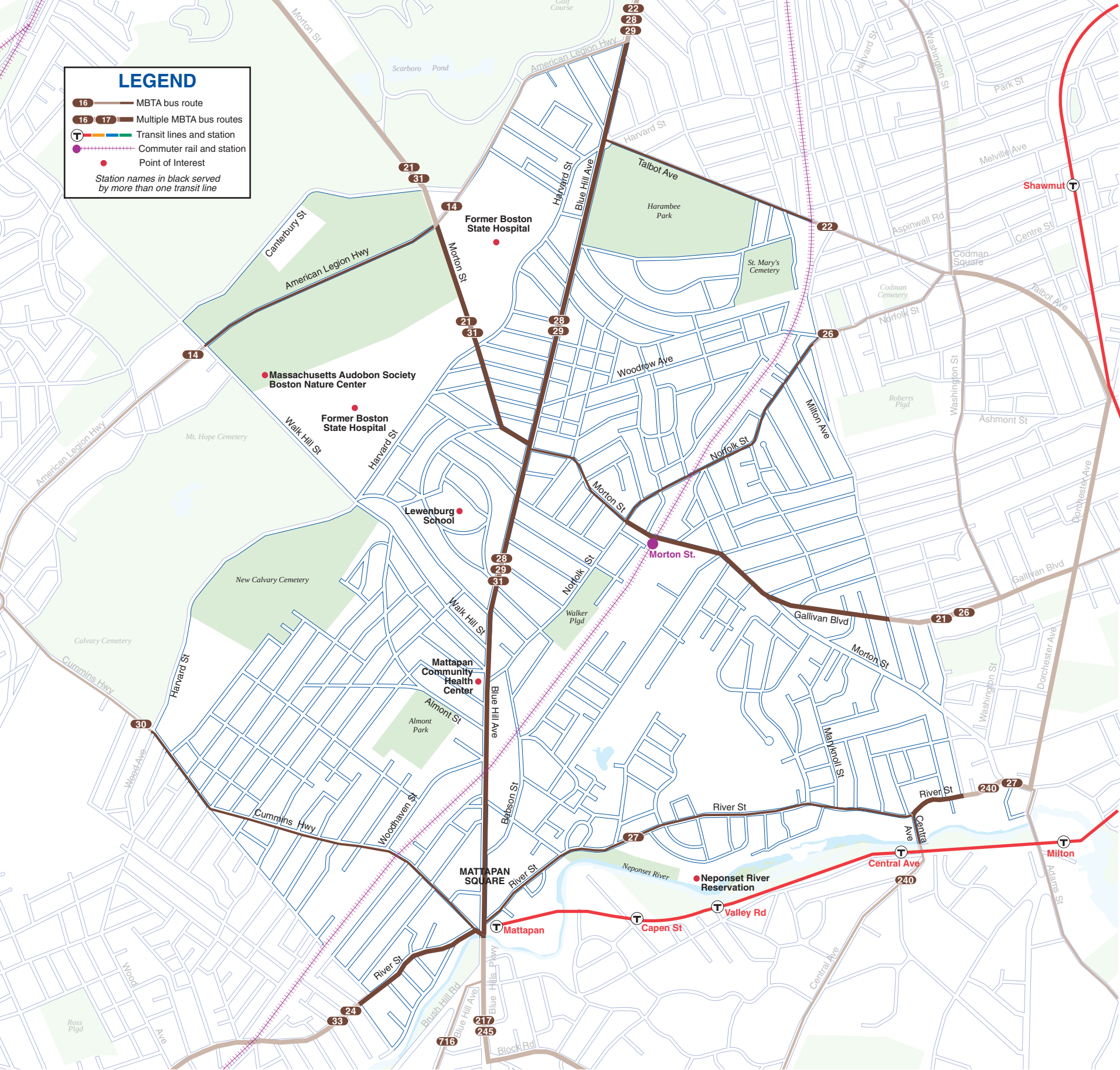
- 451-467 River Street (90)
- 23 Fairway Street (40)

The 2000 Census recorded 35,648 residents of Mattapan, an increase of 3% from 1990, and 9% from 1980. Median income in Mattapan is slightly below that of Boston, and one-third of Mattapan

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households do not own a vehicle. However, Mattapan retains a somewhat suburban character, though certainly with pockets of high density. This less affluent, denser character is reflected in its trip breakdown. Though auto share is high relative to the citywide average, it is low in relation to comparable areas. Likewise its transit, and especially walk mode shares are higher than that of its southern neighbors of Dorchester, Hyde Park and Roslindale.

Distribution of Trips and Mode Shares in Mattapan			
	Auto	Transit	Walk
All destinations and purposes	68%	13%	19%
City Average	51%	19%	30%
("walk" mode includes bicycle)			

Geographic Distribution of Trips				
% of Trips	Origin or Destination	Auto	Transit	Walk
31%	Within Neighborhood	42%	6%	52%
6%	Core Neighborhoods	41%	59%	0%
36%	Rest of Boston	77%	18%	6%
17%	Inner Communities	92%	8%	0%
10%	Outer Communities	98%	2%	0%

Activity Distribution of Trips				
% of Trips	Activity in Neighborhood	Auto	Transit	Walk
63%	Home	68%	14%	18%
6%	Work	64%	27%	9%
31%	Other	70%	8%	22%

With minimal employment in Mattapan, and a population younger than Boston at large, almost two-thirds of trips are home based. Just under one-third of all trips are completely within Mattapan, and half of these are walking trips. As in other neighborhoods, transit is most used for work and trips to the Downtown core. Transit use to Boston neighborhoods outside the Core is close to the city average for all trips. This is likely reflective of Mattapan's dense, heavily used bus service. Route 28 on Blue Hill Avenue from Mattapan Square to Ruggles is one of the MBTA's busiest routes. The historic and scenic Mattapan High Speed Line runs along the Neponset River, connecting Mattapan Square to Ashmont and Red Line service to the Core Neighborhoods.

Daily MBTA Use by Station or Route*		
Mattapan High-Speed Line	Commuter Rail	
Mattapan	2,500	Morton Street 275
Bus Routes (via)		
21	Ashmont-Forest Hills (Morton)	3,750
22	Ashmont-Ruggles (Blue Hill/Warren)	8,300
24	Mattapan-Wakefield Ave. (River)	1,600
26	Ashmont-Morton (Norfolk)	1,800
27	Mattapan-Ashmont (River)	600
28	Mattapan-Ruggles (Blue Hill)	11,700
29	Mattapan-Jackson Sq. (Blue Hill)	2,250
30	Mattapan-Roslindale (Cummins)	1,900
31	Mattapan-Forest Hills (Blue Hill/Morton)	5,250
245	Quincy Center-Mattapan (Blue Hill)	500
*Boarding counts only. Source: MBTA and CTPS		

HYDE PARK

Hyde Park, Boston’s southernmost neighborhood, is 4.4 square miles in size. The last community annexed to Boston (1912), Hyde Park is characterized by single family houses and is suburban in nature. Hyde Park also has a manufacturing base that originated in the early eighteenth century. Primarily due to rail access and the proximity to major highways, manufacturing continues to have a large place in Hyde Park’s economy.

The Stony Brook Reservation, operated by the MDC, occupies much of the western part of Hyde Park. The Enneking Parkway runs though the middle of the reservation. Truman Highway, another MDC roadway, runs along the eastern edge of the district. Hyde Park is only a 10-minute ride from Routes 128 and I-95.

Roadway Volumes in Hyde Park*

Hyde Park Avenue	14,000
River Street	10,000
Truman Highway	14,000
Cummins Highway	25,000
Turtle Pond Parkway	9,000

Source: CTPS
*Estimated daily traffic at a representative point

Hyde Park had 34,420 residents counted in the 2000 U.S. Census, a 5% increase from 1990. Along with West Roxbury, it is the most suburban of all Boston neighborhoods, with nearly half its housing units as single-family dwellings. Only 17% of Hyde Park households did not have an automobile, while nearly 40% had two or more cars.

Cleary Square, at the intersection of Hyde Park Avenue and River Street, is the major business district in Hyde Park. The other major center of employment is the Railroad Junction area, adjacent to Readville, which has many industrial uses.

Employment Areas in Hyde Park

Cleary Square	2,400
Railroad Junction	2,900
Hyde Park Avenue	1,300
River Street	850
Other	600
TOTAL JOBS	8,050

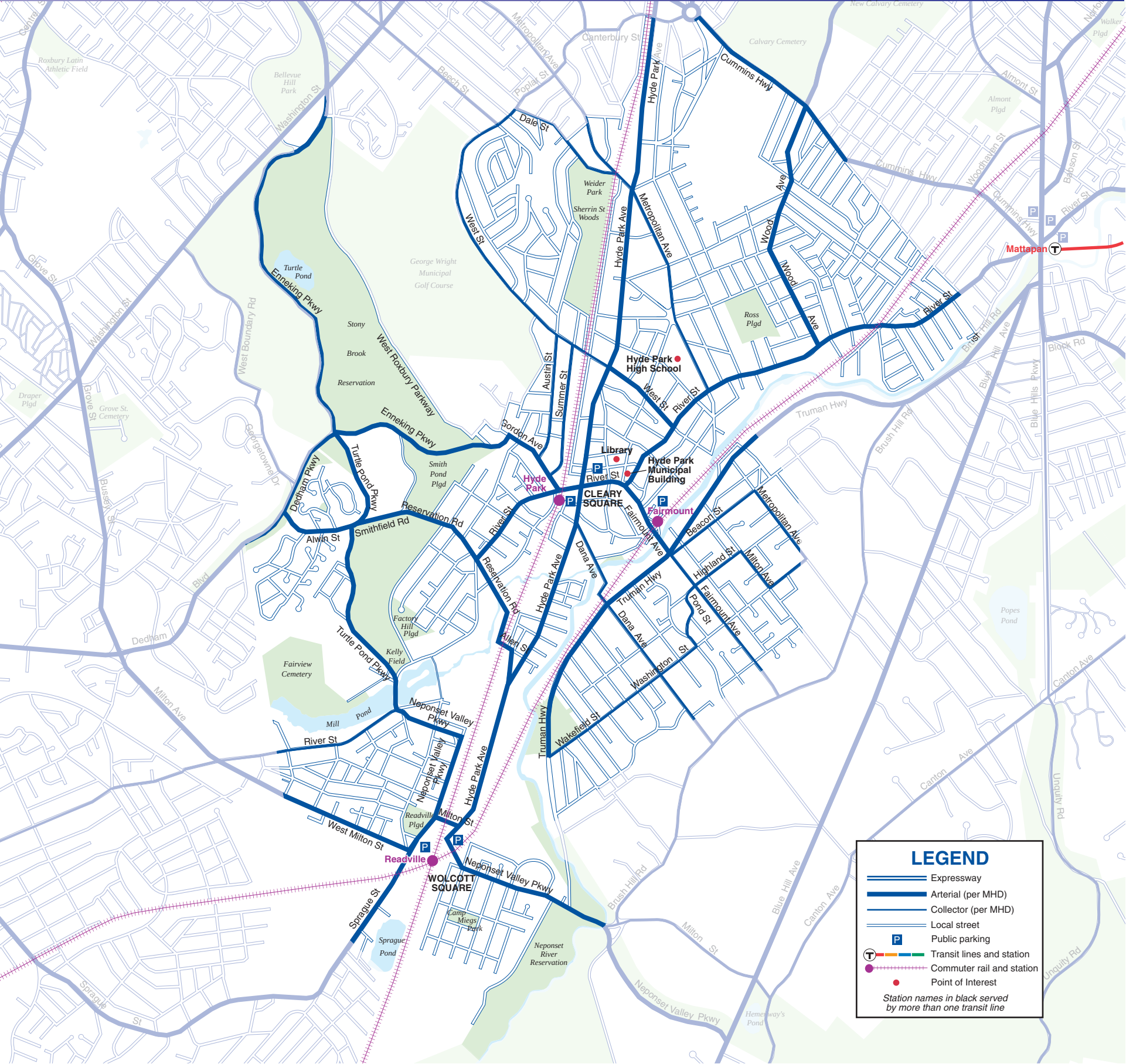
Source: 1996 CTPS site-level employment database

There are 143 off-street spaces in municipal lots in Hyde Park. Both of these are located in the Cleary Square business district. The MBTA also provides some parking near Hyde Park’s three commuter rail stations.

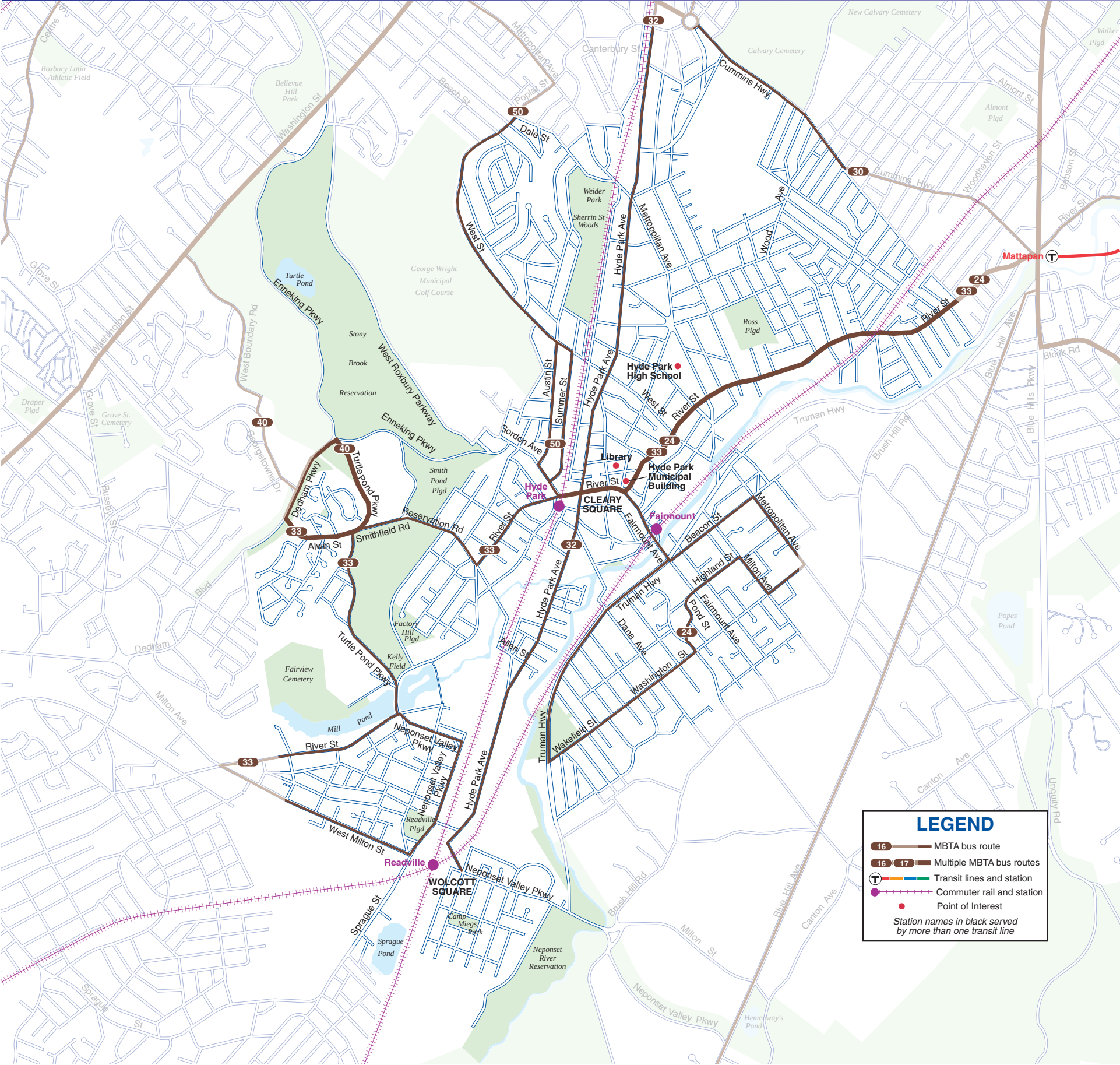
Municipal Off-Street Parking Lots (spaces)
1269 Hyde Park Avenue (8)
37 Winthrop Street (135)

Due to the suburban character of Hyde Park, over 80% of all trips are driving trips. Less than one-third of trips in Hyde Park are completely within the district, and only 31% of these are walking trips. Hyde Park has one of the lowest shares of walking trips of any Boston neighborhood. As in other districts, transit is most popular for trips to

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the Core Neighborhoods, but these represent only 4% of trips taken in Hyde Park.

Distribution of Trips and Mode Shares in Hyde Park

	Auto	Transit	Walk
All destinations and purposes	83%	7%	9%
City Average	51%	19%	30%
("walk" mode includes bicycle)			

Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
29%	Within Neighborhood	66%	4%	31%
4%	Core Neighborhoods	39%	61%	0%
27%	Rest of Boston	86%	12%	2%
18%	Inner Communities	97%	3%	0%
23%	Outer Communities	99%	1%	0%

Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
57%	Home	84%	9%	7%
12%	Work	86%	9%	5%
32%	Other	82%	4%	14%

There are two railroad lines that intersect in Hyde Park and provide frequent service at three stations: Readville, Fairmount, and Hyde Park in Cleary Square. MBTA trains from Providence and Stoughton stop at Hyde Park on their way to South Station, and trains from Franklin stop at Readville. There is also a weekday shuttle service between Readville and South Station which serves Fairmount. High speed Acela trains to New York also use the Providence line, but do not stop in Hyde Park.

Bus route 32 is the most heavily utilized route in Hyde Park. This route provides local service along Hyde Park Avenue to Forest Hills, which, in turn, provides access to the Orange Line. Bus route 32 runs parallel to the Providence/Stoughton commuter rail lines. The rest of the bus routes serving Hyde Park connect it to adjacent neighborhoods to the east and west. These operate less frequently than the Route 32 and serve a much lower volume of riders.

MBTA Use by Station or Route*

Commuter Rail	
Hyde Park	875
Fairmount	450
Readville (Fairmount Line)	450
Readville (Franklin Line)	450

Bus Routes

24	Wakefield Av-Mattapan (River St.)	1,600
30	Mattapan-Roslindale (Cummins Hwy.)	1,900
32	Wolcott Sq.-Forest Hills (Hyde Park Ave.)	7,750
33	Dedham-Mattapan (River St.)	875
40	Georgetown-Forest Hills	1,100
50	Cleary Sq.-Forest Hills (West S.t)	1,000

*Boarding counts only. Source:MBTA and CTPS